

# THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 27, 1912—VOL. V., NO. 3

## THANKSGIVING NUMBER

### APPRECIATION AND PROGRESS

**P**ROGRESS is the keynote of the period, and appreciation of all that it spells for humanity is its proper complement. To bear rightfully the stamp of reality, progress must be universal; so, also, must be the gratitude it inspires. Only by embracing the visible creation in our thought, our solicitude and our affection, can we apprehend the true and full meaning of both. Many thousands who, before the Monitor came, thought and talked in terms of the state, or province, or country, have learned in the last four years to think and talk in terms of the world-at-large, to look out with the concern of legal heirs upon the earth and the fulness thereof, to count the seas and the continents as their inheritance, and to share responsibility for the trust which that inheritance involves.

Among the many things for which this newspaper, and its makers and readers, are thankful at this season, and in all seasons, is the consciousness of an increasing disposition and ability to be grateful, not for special favors, nor for favors that have come to any class, to any nationality, or to any race, but for the liberalizing, liberating and enlightening influences that are everywhere permeating and elevating human interests, and giving impetus and force to higher aspirations and nobler ideals. Of all the blessings of which mankind may reverently take note, as each recurring cycle of the seasons brings the efforts of the thinker and the toiler to fruition, none looms more grandly upon the horizon than the fact that these aspirations and ideals, as they are nourished and cherished by all nations and by all peoples, are becoming indissolubly intertwined. We of the Monitor family throughout the globe have sought consistently to take the world view—the universal perspective—to rise out of parochial, sectional, national and racial narrowness and prejudice and into the sunlight and freedom of international sympathy and fellowship.

It is a magnificent thing to be in touch with the world, its energies, its activities, its currents and counter-currents, and to feel that though but a single unit in an aggregate of hundreds of millions, one is still, by right of divine appointment, an integral and important part in the wonderful mechanism of creation. It has been the aim of the Monitor from the beginning to instill into the mentality of its readers this larger thought of their relation to mundane affairs. To this end it has itself disregarded, wherever and whenever possible, all geographical lines and political divisions. To this end it has dealt in its news and editorial columns with man rather than with men. By recognizing the main springs of action, by looking to and drawing upon the forces that inspire and effect construction, by entering with heartiness and discrimination into enterprises that promised better things for all—by extending encouragement to the beginner in every worthy undertaking—by generously applauding every creditable achievement—it feels that it has earned the right to claim identification, and close association, with the progress of the period in which it has had existence.

This progress finds reflection in the pages following. Asked to seek and find, to describe and picture, for the instruction and edification of all who should peruse this number, the most striking and important evidences available of the forward movement of mankind in their several districts, countries and continents, our correspondents have responded splendidly. The result is a symposium on human advancement in which capable writers, scattered throughout the earth, have taken part, an encyclopaedia of useful knowledge, a compendium of Twentieth Century data—an international newspaper in the fullest and highest sense.

In the accomplishment of this, four years of pioneering in the hitherto trackless and unexplored field of world-journalism was essential. It was a task that could not

be performed by any newspaper of the conventional type, no matter what its resources; it was a task that would have been too great for the Monitor if undertaken earlier. That it has now been successfully performed is a source of great satisfaction to its managers, as it must be an assurance to its readers that the messenger of good tidings sent forth upon its mission by Mary Baker Eddy in November, 1908, has neither paused, nor wearied, nor slumbered by the wayside.

In the history of modern news gathering it has seldom been a difficult, more seldom an impossible, matter to find sufficient material of one kind or another for publication. Contrary to a widespread popular belief, newspapers rarely are short of matter with which to fill their columns and their pages. They have often been short of labor and facilities, but the instances are exceptional, especially in towns and cities, where they have been embarrassed by a lack of copy. Condensation rather than amplification is the rule. The conditions under which the Monitor is edited and published, the unbending principle by which its course is guided, created for it a new problem. It has not only been forced to condense, but to eliminate—to reject utterly as unavailable much of the matter regarded by the old school as desirable and even as vital. And abandoning those sources of supply upon which its contemporaries draw continuously, it has been compelled to uncover and develop new and cleaner and wholesomer ones. Having regard for the work performed by our far-flung corps of contributors, we believe that this issue may be fairly offered as an eloquent illustration of possibilities already realized in this original line of journalistic endeavor.

With very few exceptions, the nations of the earth are blessed with bountiful crops.

Such shortages as there may be in two or three countries are compensated fully by the increased commerce of those countries with neighbors whose harvests have been abundant. This is peculiarly the case with Great Britain, whose foreign trade is greater now than in any previous period of her history. Never was she better prepared to draw upon the rest of the world for her food supply. The great agricultural nations have foodstuffs to meet every call. Beyond all precedent have been the harvests of the United States and Canada. In these countries the output of the factories, like the output of the farms, is limited only by the supply of labor and the capacity of machinery. In all lands, achievements that make for man's expansion, greater opportunity and comfort are numerous and striking. The impulse on all sides is toward the accomplishment of those things that the ages have pronounced impossible. Nations are given rebirth; methods, manners and customs, hoary with tradition, are abandoned; theories that have withstood the winds and waves of centuries, but without once advancing into the realm of the practical or the useful, have at length been cast aside. A million irresistible influences, issuing forth from peak and pit, from farm and forge, lock and laboratory, pen and platform, school and college, church and chancellery, are fusing, fashioning and unifying the thoughts and purposes of humanity. Despite clash and conflict here and there, the world is moving toward universal fraternity and peace.

There is progress in spite of obstruction and opposition. At the worst, the prospects for the toilers—for the oppressed and submerged, for the legion that is emerging and the legion that has arrived—are better than they were at their best not many years ago.

For all this—for every cheering and satisfying conviction that accompanies it; for the hope of better and brighter things yet to come—a livelier faith in the ultimate triumph of liberty, prosperity and happiness in all lands—for a loyalty to itself that welds the hemispheres and belts the planet—this newspaper, in appreciation and gratitude, gives praise and thanks to Him from whom all blessings flow.

This Number **96** Pages  
Consists of

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# NEWS BY CABLE AND CORRESPONDENCE

## CURRENCY DISCOUNT IN CANTON ENDED IN DRASTIC, NOVEL WAY

(Special to the Monitor)

HONGKONG—The fact that China in her disorganized condition has remained practically free from disorder indicates how easily governed the Chinese are, but no matter how peaceable the people it is difficult for an impoverished government to carry on the administration of affairs for any length of time.

The lack of credit associated with the new regime has nowhere been more apparent than in Canton, where the local bank notes have of late only been accepted at a discount of 30 per cent, and then only with difficulty. In September the discount on the bank notes was well over 20 per cent, and it was realized that something would have to be done in the matter at an early date. What could not be achieved by all the threats of government, backed by the force of arms, is likely to be successfully accomplished by public spirited merchants.

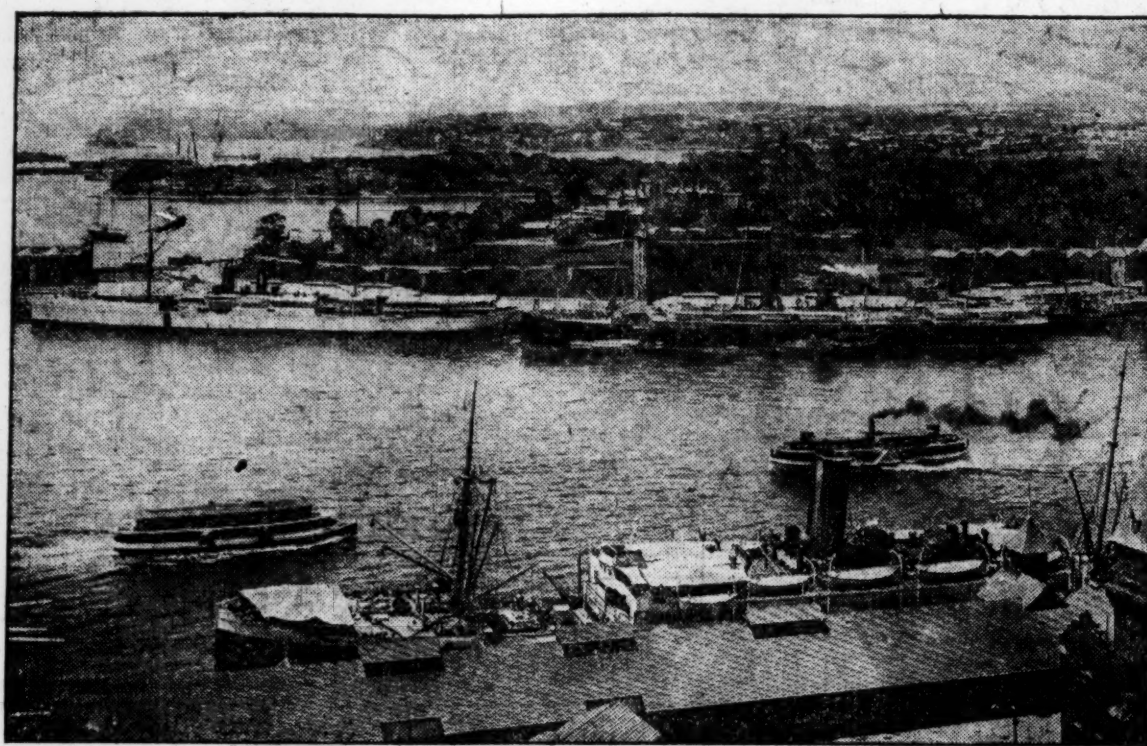
The merchants held a meeting and decided to take upon themselves the responsibility of giving the notes their full value if they were supported by the government. Word to this effect was sent to the provincial president, who cordially approved of the plan. The scheme was

embodied in a set of 10 regulations, which threatened all sorts of pains and penalties as is usual in a Chinese decree of this kind to those who did not comply with the regulations. Within a week the discount of local notes gradually disappeared, until on the 25th of September the discount had nominally at any rate disappeared.

The methods of restoring the value of the currency were perhaps unusual. On one night soldiers paraded the main streets of the city with a notice reminding every one that any person demanding discount on paper money would be at once thrown into prison. This procession marched about for several hours, and the discount on local notes quickly dropped from 10 to 5 per cent.

The success of this attempt was seriously endangered next day by one merchant trying to buy up all the silver he could get to the value of \$200,000. Having done so he presented notes to the value of \$400,000, and it was only by the cooperation of the leading merchants that a financial crisis was averted. Since then matters have been working smoothly, and it looks as if the difficulties of the past year are likely to be satisfactorily overcome.

## PROPOSED FILLING IN OF CIRCULAR QUAY, SYDNEY, IS PART OF BIG PLAN



(Copyright. Reproduced by permission of the State Tourist and Intelligence department, Adelaide)  
One of the busiest points in beautiful harbor of Sydney, N. S. W., Australia, showing some of the shipping

(Special to the Monitor)

SYDNEY, N. S. W., Aus.—The question of linking up the North shore with the city of Sydney by a bridge or a tunnel is attracting considerable interest.

A scheme was outlined for the public works committee by T. W. Meyer, engineer, recently. His scheme is that the whole of Sydney cove, generally called Circular quay, be filled in with material taken from the Rocks area on the western side of the cove, and that this area be regraded and that the new building ground afforded by the filling in of the cove be used for making a fitting entrance to Sydney with fine streets and up-to-date buildings. A bridge should connect North shore with what is now Sydney cove.

Mr. Meyer estimates that after paying for reclaiming the land, filling in, and the cost of a bridge, in all £2,500,000, there would be a balance in hand of about £2,500,000. He considers that the building area created would be worth £10,000,000.

## SECRET RUSSIAN WAR OFFICE BOOKS ARE IN LONDON LIBRARY

(Special to the Monitor)

LONDON—A set of more than 50 volumes entitled "Collections of Geographical, Topographical and Statistical Material" concerning Asia, have been acquired by the librarian of the London Library.

These volumes, privately printed in St. Petersburg, are the work of the intelligence committee of the general staff of the Russian war office. They contain original papers by Russian travelers and officers, maps of trade and other routes in Asia, those of Persia being specially circumstantial and numerous. There is also much information concerning the Chinese army. Each volume of this collection bears on its title page the word "Secret."

It is probably the only set of its kind which has ever strayed beyond the Russian frontier. Besides original articles, there are English and French pamphlets translated into Russian, the whole forming a perfect encyclopedia in matters regarding Asia. Each volume is provided with an elaborate index.

## DISBANDING OF GENDARMERIE IN PERSIA DENIED

(Special to the Monitor)

TEHERAN, Persia—Colonel Hjalmarsson, the commander of the Swedish officials appointed to reorganize the Persian gendarmerie, denies the reports published in English newspapers that the disbandment of the gendarmerie will take place in the near future, owing to a lack of funds.

Colonel Hjalmarsson states, on the contrary, that the necessary money has always been forthcoming, and, further, that the treasurer-general asserts that the new payments necessary for the development of the gendarmerie scheme will be made this autumn. It is thought probable that the rumors have originated in the fact that the old gendarmerie has recently been disbanded.

## VALUE OF PONTOON BRIDGES BEING RECOGNIZED IN INDIA

(Special to the Monitor)

LONDON—The pontoon bridge is well adapted for use in certain districts in India, an article in "The Times" declared recently, especially in the region lying between the Nepal hills and the River Ganges.

During the rainy season the rivers here overflow their banks, and their courses are constantly changed. The edges of the banks are undercut and carried away. So much so, in fact, that, in a single season, the entire aspect of the country may be completely altered. In these circumstances the pontoon type of bridge is preferred for the bridging of rivers, sometimes three hundred feet wide, and with channels of considerable depth, to the screw pile type, which require piles of larger diameter to ensure the requisite stiffness, and consequent extra cost.

An even more potent reason for the

preference of this type of bridge, in certain of the poorer districts, is the fact that it is only for such bridges—in the case of new structures—that the wages of the workmen may be charged. Government regulations have laid down that when new bridges have been erected by districts boards, the labor for upkeep or erection is no longer to be paid. This regulation was not drawn wide enough to include the pontoon bridge. Pontoon bridges are either of the single or the double pontoon type. The cylindrical form gives the best shape to resist the stress which is laid on the bridge when some of the pontoons, particularly those near or at the bridge approaches rest on the river bed during the dry season. To prevent obstruction to navigation a removable section is used in the case of the double pontoon bridges.

## WORTH OF CORRUGATED SHIP IS EMPHASIZED

Capt. G. S. MacLaine Urges Great Britain Not to Allow Type of Vessel, Which May Inaugurate New Era, to Pass into Other Hands

(Special to the Monitor)

LONDON—An interesting lecture was delivered recently at the Royal United Service Institution on the "Corrugated Ship." Rear Admiral Brand presided, and the lecturer was Capt. G. S. MacLaine, R. N.

The lecturer stated that Arthur H. Haver worked out the idea of the corrugated ship, and the result of the experiments made with the first vessel of that design resulted in the construction of four vessels of that type, whilst a fifth was in course of construction, and the sixth had been contracted for. The lecturer added that a seventh vessel of this nature was being constructed in Norway.

The principal feature of the corrugated ship was two corrugations or projections running in a fore and aft direction below the load line. The measurement from the top of the upper corrugation to the bottom of the lower corrugation was 13 feet 3 inches and the groove between might be said to be of similar dimensions to the corrugations. These corrugations disappeared forward and aft until they merged into the normal form of the ship's end.

The lecturer explained that it should not be taken for granted that any form of corrugation would suit any ship or that only two would be carried. It would be necessary to carry out experiments to ascertain the most suitable form. A vessel constructed in this way was claimed to be stronger than a ship of the ordinary design, added to which she was steadier at sea and more stable. There was also much less vibration and she was faster for the same horsepower or more economical in fuel for the same speed. The lecturer declared without hesitation that of the two the corrugated ship was much less vulnerable than her plain sister, and that she would be able to withstand collisions of all sorts

better and would be more easily repaired.

Referring to the question of reduction of ship, Captain MacLaine explained that the average ship of 2 per cent could be, in fairly fine weather, justifiably claimed. "He ventured to state that in plain ships of the same class and build as the corrugated ship the average ship would probably be 13 per cent, for an ordinary passage, and a reduction from 13 per cent to 2 per cent in ship would mean a saving of over a ton of coal a day. This would represent an expenditure of about 10.8 tons per day with a 630 horsepower in the corrugated ship, against about 12 tons a day with from 700 to 750 horsepower to drive the plain ship the same speed.

As regards the application of the system to vessels constructed for the navy the lecturer claimed that if the principle of corrugation were employed, lightly built and heavily engined torpedo craft could be strengthened almost to infinity, and could be regulated to will. He expressed the opinion also that the underwater collisions with submarines would be much mitigated when these vessels were corrugated.

He urged that the country should not allow the corrugated ship to pass into other hands, and advocated the carrying out of experiments with the torpedo boat or destroyer which, if successful, would inaugurate a new era.

## PRESS CRITICIZES DUMA ELECTION

(Special to the Monitor)

ST. PETERSBURG, Russia—The election returns to the new Duma have put an end to all hope of an untampered representation, and the government has been warned by the Octobrist and National organs that a Duma in which true public feeling has no voice will, in all probability lead to a revival of the disturbances of 1905.

## SPRING SHOW HELD IN ADELAIDE SHOWS GREAT DEVELOPMENT

(Special to the Monitor)

ADELAIDE, S. Aus.—South Australia being principally a primary producing state, the autumn and spring shows held yearly, under the auspices of the Royal Agricultural and Horticultural Society, are regarded as among the important events of the year. The spring show, which extends over four days, was recently held, and its great success in every department afforded reliable proof of the continued prosperity of the people.

The display of stock, produce, and machinery was a testimony to the wonderful development which has taken place during recent years, and it is doubtful if a finer exhibit of a nation's products could be seen anywhere in the world. South Australian stock has a reputation extending beyond the limits of the commonwealth, and the magnificent cattle and sheep exhibited was evidence that farmers are resolved to maintain the present high standard of excellence.

At the official luncheon on the opening day optimistic speeches were made by his excellency the Governor, ministers of the crown, and other gentlemen. His excellency dwelt on the progress made by

## LAND TERMS IN MALAY STATES ARE DEFENDED

(Special to the Monitor)

SINGAPORE, Malay States—The chief secretary of the Malay States, in his annual report, comments on the criticisms of the government's land terms to rubber companies, and says that the profit of rubber on 400 pounds to the acre at 5s., after paying the government dues, amounted to £260 per acre.

The government surpluses are well invested, but, owing to the forthcoming reduction or elimination of the opium and gambling revenues, it is probable that the annual surpluses will soon disappear. The work of development in the states has been met from existing surpluses.

In reference to the recent colonial circular regarding former officials and directors, the report says that the frequency of such appointments has formed the subject of unfavorable comment by Europeans and Asiatics.

The report adds: "Even if these directors do nothing wrong, it may be that in the eyes, at any rate, of the native community there is an appearance of wrong, which it is desirable to avoid."

the agricultural and pastoral industries, and referred to the fact that the improvement in the method of tillage of the soil was shown last year, when, notwithstanding the deficiency in the rainfall, the wheat yield totalled 20,352,000 bushels.

## FIRST SOD TURNED IN AUSTRALIA'S LINE ACROSS CONTINENT

Message of Congratulation from King Is Received at Port Augusta as Railway of 1063 Miles Is Commenced

## FACTS SET FORTH

(Special to the Monitor)

ADELAIDE, S. Aus.—An important event in the history of the commonwealth took place at Port Augusta recently, when his excellency the Governor-General (Lord Denman) turned the first sod in connection with the building of the transcontinental railway from Port Augusta to Kalgoorlie.

The ceremony was witnessed by a very distinguished gathering, Port Augusta being en fete for the occasion. Those present, in addition to the Governor-General, included the state Governor (Sir Day Hord Posaque), the prime minister (Rt. Hon. Andrew Fisher), the premier of South Australia (Hon. A. H. Peake), and other representatives of the federal and state parliaments. Congratulatory messages were received from his majesty the King and the imperial government.

The building of the new railway is the largest undertaking of the kind yet attempted in Australia. Its length will be 1063 miles, 601½ miles of which will be laid in South Australian territory. It is proposed that, so far as possible, it shall be constructed by day labor, and its total cost is estimated at a little over £4,000,000. The steepest gradient will be 1 in 80, and the gauge 4 feet 8½ inches.

It will link up Western Australia with South Australia and the other states of the commonwealth, shorten the time occupied in the carriage of passengers and mails between England and the eastern states of Australia by about two and a half days, and also be of great benefit from a military point of view. In South Australia it will pass through proved mineral country, and at various places on the route serve vast areas of pastoral country.

King O'Malley, minister for home affairs, gave some interesting figures relating to the railway during the course of a speech. He stated that the first sod for the 16 miles of railway between Sydney and Parramatta was turned on July 3, 1850, but the line was not opened for traffic before Sept. 26, 1855.

"This," he said, "was the beginning of state railways in Australia, while it took over five years to complete the 16 miles line referred to. I trust that this 1060 miles, which is the maiden effort in railway construction of the commonwealth government, will not take more than half the time. At present, taking into account the multiple tracks Australia has no less than 20,000 miles of railway."

"The following are the mileages of railways in the different continents of the world: Europe, 207,488 miles; North America, 285,511; Asia, 63,341; South America, 43,638; Africa, 22,905; Australasia (including New Zealand) 20,000. The United Kingdom itself has only 24,000 miles. We see, therefore, that, although we are only a small population of 4,500,000, Australia's network of railways is already comparable to the United Kingdom with ten times the population."

## SALARIES OF N. S. W. LEGISLATORS ALMOST DOUBLED IN NEW BILL

(Special to the Monitor)

SYDNEY, N. S. W., Aus.—A bill has passed both houses of Parliament providing for the raising of the parliamentary salary of each member of the lower house from £300 to £500 per annum, also giving the leader of the opposition an extra allowance of £250 a year.

It has been felt for some time that £300 a year was altogether inadequate as a salary for a member, as the calls for donations in the constituency and the many expenses connected with the position did not permit a living wage.

It is the opinion of many that a further reduction in the number of members is desirable, and it is probable in the near future. A big house is unwieldy and prevents expedition in dealing with parliamentary work. The present number could be reduced to 50 or 60 with advantage to the country.

The legislative council or upper states, as it is called, consists of members nominated by the legislative assembly for life. This chamber has recently refused to pass bills presented by the lower house to amalgamate the two state savings banks. This follows several refusals to pass progressive measures sent on to it, and a conflict between the two chambers may result.

It has long been evident that a nominated upper house is out of harmony with democratic government, but the legislative assembly is reluctant to force the question to the front until the government secures a larger working majority. The issue cannot be much longer delayed and the result is sure to bring about an elective upper house, as is the case in Victoria.

## INCREASED USE OF OIL SHOWS IN SHIPPING

(Special to the Monitor)

LONDON—The report of Lloyd's Register for 1911-12 bears witness to the enormous increase in the demand for steamers designed with a view to carrying oil in bulk.

Since July 1, 1911, 16 such vessels of 65,911 tons have been assigned the society's classification, and there are now in course of construction in the British Isles and abroad as many as 87 vessels, of an aggregate tonnage of 479,000, which are intended to carry petroleum in bulk. Of these vessels 10 are 525 feet in length and of about 10,000 tons gross—that is to say, larger than any hitherto constructed for the purpose.

During the year under review the society's classification was assigned to 684 new vessels of 1,468,166 tons gross, made up of 623 steamers of 1,455,988 tons, and 61 sailing vessels of 21,178 tons. Of the above total, 1,006,535 tons, or about 68½ per cent, were built for the United Kingdom, and 461,631 tons, or about 31½ per cent, for the British colonies and foreign countries.

## CEDAR PLANTATION IS SUCCESS

(Special to the Monitor)

BRISBANE, Q. Aus.—Some years ago the Queensland government replanted a small area of the Atherton scrub with cedar. The trees have grown from six to 16 feet in height in six years.

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Or to put it another way, with this system of eliminating multiplied profits one can buy a beautiful evening gown and an evening wrap, both for the price formerly paid for the gown or wrap alone.

Chandler & Co. would be unwise to make so broad a statement were they not prepared to MAKE IT GOOD with the merchandise and prices.

Nearly every item presented in this sale was made to order after careful selection from beautiful models and the most exquisite shades of the newest materials.



No. 500—25.00



No. 501—35.00



No. 502—50.00

#### Tucked Chiffon Blouses

Vest, yoke and stock of lace, also flat collar and frill, tucked cuffs; colors, brown, taupe, wistaria and black. (See center figure on right, No. 512.) Price 15.50

#### Charmeuse and Chiffon Waists

Colored charmeuse, embroidered bib effect of chiffon, yoke and collar of shadow lace, three quarter sleeves, finished with rows of plaited lace. (See figure at right, No. 511.) Price 17.50

#### Charmeuse

#### Afternoon Dresses

Effectively draped skirt, blouse with net vest, satin piped, crystal buttons and velvet trimmings. Colors, navy, copenhagen, wistaria, taupe and black. (No. 500 illustrated on left.) Ordinarily sold for 35.00. Price 25.00

#### Charmeuse Evening Wraps

##### Marabout Trimmed

No. 503—See illustration on right.

An effective cutaway model, full length; the material is a beautiful quality of charmeuse, the linings are of fine quality silks in contrasting or self color shades.

The lavish use of marabout makes this wrap one of the most becoming of the season; the deep collar and revers are of marabout, and marabout extends down the front and entirely around the bottom. Colors, white, light blue, pink, lavender, heliotrope, rose, copenhagen, American beauty, gold, mais, apricot, champagne, wistaria, plum, navy, taupe and black. Ordinarily sold for 65.00. Price 45.00

#### Evening Gowns

Of plain and brocaded charmeuse. The bodice of sheer shadow laces over chiffon with crystal garniture is exceedingly effective. Train skirt with panel lace front, beautifully draped and caught up with large bow. Colors, pink, light blue, helio and all other evening shades; also white and black. (No. 501 illustrated on left.) Ordinarily sold for 45.00. Price 35.00

#### Evening Gowns

Brocaded crepe and charmeuse, also plain charmeuse, with bodice of chiffon and tulle over gold lace and fine shadow lace. A most effectively draped skirt with long pointed train. Colors, light blue, pink, heliotrope, lavender, rose, copenhagen, American beauty, mais, tan, gold, champagne, taupe, navy, wistaria, plum, black and white. (No. 502, illustrated on left.) Ordinarily sold for 85.00. Price 50.00

#### Heavy Top Coats

Of boucle and two toned striped materials, smart cutaway model, collar buttoning high at throat, mannish and effective. (No. 505 illustrated on right.) Special at 32.50



No. 511—17.50

No. 512—15.50

No. 513—5.00



No. 503—45.00



No. 505—32.50



No. 506—22.50



No. 507—29.75

#### ORDER BY MAIL

Any of these Gowns, Dresses, Wraps, Coats or Waists can be ordered by mail. In ordering give size and color desired—should the size or color not be in stock at the time order is received the same will be made up specially, requiring about a week or ten days.

Slight alterations, such as changing the length of skirt or sleeves can easily be made by your home dressmaker.



No. 504—50.00

#### Crepe de Chine Waists

"Princess Helene" model, full plaited frill on each side of center front, small flat round collar. Colors, navy, taupe, brown, copenhagen, wistaria and black. (See figure at left, No. 513.) Price 5.00

#### Velvet Evening Gowns

Beautiful quality chiffon velvet. Draped skirt caught up at side with large ornament, pointed train, bodice and neck with or without mole or white fur trimming. Colors, copenhagen, navy, taupe, gold, rose, plum, amethyst, tan, and black. (No. 508 illustrated on right.) Ordinarily sold for 95.00. Price 50.00

#### Chiffon Velvet Evening Wrap

Long draped Evening Wrap of most graceful lines, made from a beautiful chiffon velvet, with fur collar and cuffs, chiffon facings. Colors, navy, copenhagen, amethyst, plum, tan, gold, rose, taupe and black. (No. 504 illustrated on left.) Ordinarily sold for 95.00. Price 50.00



No. 508—50.00



No. 509—50.00



No. 510—45.00

#### Afternoon and Street Dresses

Plaited chiffon in black and white. Effectively outlined with Venetian and Callot lace over charmeuse, waistcoat effect of charmeuse outlined with lace. (No. 509 illustrated on right.) Ordinarily sold for 75.00. Price 50.00

#### Misses' Velvet Afternoon Dresses

Bodice finished with fine lace collar and sleeves and net yoke. Beautifully draped skirt. Colors, navy, copenhagen, green, plum and brown. (No. 507 illustrated on left.) Ordinarily sold for 45.00. Price 29.75

#### Satin Brocade Afternoon Dresses

Fine quality with bodice of shadow lace, deep lace collar and lace trimmed sleeves. Pannier skirt in an unusually attractive model. Colors, taupe, copenhagen, navy, black. (No. 510 illustrated on right.) Ordinarily sold for 85.00. Price 45.00

#### Chinchilla Top Coats

Heavy quality chinchilla cloth with velvet collar, cuffs and revers, smart mannish model. Colors navy, oxford, light gray and brown. (No. 506 illustrated on left center.) Special at 22.50

## Mail Orders

### Delivered Free

PAID or CHARGE PURCHASES  
for articles here advertised DELIVERED  
FREE to any express office in the United  
States.



## SALEM NAMES CANDIDATES

SALEM, Mass.—At the primary election Tuesday candidates to run for the municipal election Dec. 18 were selected as follows: Mayor or director of public safety, John F. Hurley, William S. Felton; director of finance, C. H. Danforth, Joseph F. Hickey; director of public works, Patrick J. Kelly, Frank F. Newell; director of public property, Wallace L. Gifford, Thomas J. Lally; director of public health, William H. Colbert, William F. Foulhey.

## PICTURE SUIT DECIDED

WORCESTER, Mass.—Judge Marcus Morton, in the superior court, Tuesday, decided against William J. Healey, who alleged a libel claim against a Boston newspaper, said to have printed his photograph and represented it to be the picture of another man.

## FRESHMEN WIN DEBATE

In the first Harvard interclass debate last night the freshman team defeated the sophomores. The question under discussion was: "Resolved, That woman suffrage should be adopted by all states of the Union." The sophomore team defended the affirmative and the freshmen the negative.

## MEXICO TO GIVE AWAY LAND

WASHINGTON—Consular reports to the state department from the Mexican states of Chihuahua and Coahuila are reassuring. In Chihuahua the government will distribute 500,000 acres among small farmers, while in Coahuila over 1,700,000 acres are to be apportioned.

## PRESIDENT'S RIGHTS UPHELD

CULEBRA, C. Z.—Right of the President of the United States to govern the Canal Zone as he sees fit has been upheld by the supreme court of the Canal Zone in the decision denying a writ of habeas corpus as asked by Gen. Louis Mena and Daniel Mena, his son.

## AQUARIUM READY TO OPEN

Boston's \$120,000 aquarium will be officially opened at 12:30 p. m. Thursday. Mayor Fitzgerald and members of the city council will inspect the plant first and then it will be opened to the public.

## TAXES CUT MILLIONS

NEW YORK—Declaring off of personal taxes Tuesday by Mrs. Russell Sage, Frederick W. Vanderbilt and Reginald Vanderbilt makes a cut of nearly \$15,000,000 from the city's personal assessment rolls.

## TWO SERMONS BY BISHOP HUGHES

Bishop Edwin Hart Hughes of San Francisco will preach in Appleton chapel, Harvard University, Dec. 1 and 8. Cambridge churches will give him a reception Monday, Dec. 2.

## REPUBLICAN CHOSEN MAYOR

FRANKLIN, N. H.—William W. Edwards, Republican, was elected mayor of Franklin Tuesday, succeeding Seth W. Jones, Democrat.

## STATE SENATORIAL CAUCUS PLAN

Development of the plan to hold a state senatorial caucus is underway. Grafton D. Cushing, speaker of the House, and Levi H. Greenwood, president of the Senate, have joined forces and are today bringing their combined influence to bear on Republican members of the Legislature to insure such a result.

## AMERICANS BUY ISLANDS

TRENTON, Ont.—Eleven prominent business men of Rochester, N. Y., have purchased Nicholson's island, and will, it is stated, turn it into a summer resort. The island has 400 acres, and is one of the beauty spots of Lake Ontario. It has belonged to members of the Ames family for three generations.

## HUNDREDS TO JOIN IN WALK

It is expected that about 100 persons will participate in the cross-country walk to be held Thanksgiving day under the direction of the Municipal A. A. The 15-mile course starts at the Public Garden and contestants are required to walk to Franklin Field and return within the time limit of four hours.

## OLD CHINA TO BE SOLD

A large private collection of old china and furniture will be sold in this city during the first week of December. The articles were gathered by a Boston collector and they will be sold at auction by C. F. Libbie & Co., at 597 Washington street. The dates of the sale are Dec. 3, 4, 5 and 6, at 2 o'clock each day.

## TEMPORARY ZOO OPENING

Temporary quarters for the birds and beasts of the Boston zoo will be opened tomorrow morning at Franklin Park, and will be occupied by the animals during the remodeling of the regular quarters. A special Thanksgiving dinner will be given to the bears at the park in the afternoon.

## POULTRY SHOW OPENED

The second annual poultry and pigeon show, of the Eastern Massachusetts Poultry and Pigeon Association which opened in Odd Fellows temple, at Malden, Tuesday, continues today and tomorrow. There are nearly 1000 birds in the cages.

## IRELAND TO HAVE MINISTER

NEW YORK—A London cable despatch to the New York Sun says that Premier Asquith stated in the House of Commons that after the home rule bill had been passed there would be a minister who would answer for Ireland.

## NEW PARTY BUREAU HEAD NAMED

Matthew Hale, chairman of the Progressive state committee, has appointed Lauriston Ward of Boston and Clayton T. Joslyn of Holliston to assist Wendell Phillips Thore, director of the Progressive bureau.

## MR. MC CALL INDORSED

Former Senator William A. Nye, a Cape Republican, has come out for Samuel W. McCall for United States senator.

## C. &amp; S. R. C. ELECTS OFFICERS

DENVER—The annual meeting of the stockholders of the Colorado & Southern Railroad was held in Denver recently. The old board of directors was re-elected without any changes. A. D. Parker, vice-president of the company, voted the proxies for a majority of the stock. There were two changes in the board during the year.

## BOARD ASKS \$468,000

SACRAMENTO, Cal.—Members of the California state railroad commission recently presented their budget for the next biennial period to the state board of control and asked the board to recommend appropriations to the amount of \$468,000. The amount desired is an increase of \$51,000 over the appropriation of two years ago.

## TO BUILD NEW LINE IN NEVADA

MANHATTAN, Nev.—Manhattan soon is to be on a transcontinental line, according to unmistakable signs, and the road is to be built as soon as possible. The new road is to be constructed by the Southern Pacific Company and will run from Palisade to Sodaville, connecting with the main line to Los Angeles.

## FIRE PREVENTION BUREAU URGED

Advisability of establishing a fire prevention bureau today is being considered by the metropolitan fire hazard commission, which gave a public hearing on the subject at the State House Tuesday night.

## SECRETARY STIMSON LEAVES

COLON—Henry L. Stimson, secretary of war, and his party, which includes Miss Helen Taft, daughter of the President, left here Tuesday night on the return trip to the United States. The steamer will make a stop at Key West.

## HEAVY TRAFFIC ON B. &amp; A.

Traffic over the Boston & Albany railroad, east and west bound, in consequence of the Thanksgiving holiday, is heavy today, trains running in two and three sections, with extra cars added at Pittsfield and Springfield.

## UNIVERSITY GETS SMALL GRANT

IOWA CITY, Iowa—University circles were surprised when the report of the state board of education to the Governor showed that the University of Iowa was to receive but \$15,000 for extension work next year, while the state agricultural college was to get an appropriation of \$102,500 for extension purposes. This shows a difference of \$177,500 in favor of Ames.

## DENIAL FROM MR. ROOSEVELT

NEW YORK—Colonel Roosevelt denied on Tuesday that he was responsible for or had acquiesced in the deals of the New York, New Haven & Hartford railroad by which it had secured a traffic monopoly in New England as a reply to President Taft's alleged assertion that he had merely followed the precedent set by Mr. Roosevelt in dealing with the New Haven.

## SOCIETY WOULD SAVE RELICS

MINNEAPOLIS—A fireproof building erected in St. Paul to house the library, antiques, curios and files which have a bearing on the history of Minnesota is wanted by the State Historical Society, and at a meeting of the special committee of 100 appointed to consider this matter, held recently at the courthouse, plans were made for taking up the project with the Legislature. An appropriation of \$300,000 will be asked.

## REFUSES CITY'S WATER PLEA

WASHINGTON—Secretary Fisher of the interior department flatly denied to San Francisco, Tuesday, a permit giving that city control asked for of the Hetch-Hetchy valley water power privileges in Yosemite National park.

## PRESIDENT AT CAPITAL

WASHINGTON—President Taft will spend Thanksgiving day here. He will attend two church services as a part of the day's program.

## MUSIC HALL BURNED

MAYNARD, Mass.—Fire of unknown origin Tuesday destroyed the Music Hall block, causing a loss of \$15,000.

# COLLINS & FAIRBANKS CO.

## FURS

Of Excellent Quality, Original and Distinctive Styles and Superior Workmanship

WE MAKE A SPECIAL FEATURE OF  
Motor Furs and Cloth Motor Garments  
FOR MEN AND WOMEN

Fur and Cloth Motor Robes, Fur Caps, Gloves, etc.,  
Fur Garments Made to Order by Our Own Furcrafters

COLLINS & FAIRBANKS CO.  
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## "The Americans in Panama"

\$1.35 Net

By WILLIAM R. SCOTT

Postpaid \$1.47

THE author is a newspaper man who spent five months studying the Canal working three months as a canal employee to insure accuracy of visualization. Comprehends in one volume a history of Panama, an account of the construction of the Panama Railroad and the French attempt to build a canal, a thorough review step by step of the American canal now more than 90 per cent completed.



"To the reader desiring a popular account of the work of building the Panama Canal, we are inclined to rate this book as the best that has so far appeared."—Engineering News.  
"A complete history that is the best so far of its kind."—Scranton (Pa.) Times.  
"The author has prepared the book in an entirely impartial spirit."—Salt Lake City Tribune.  
"A clear, interesting and enthusiastic account."—N. Y. Sun.  
"A decidedly correct, well-tempered and interesting book."—Portland, Me., Express and Advertiser.

the treaty controversy with England, the commercial outlook, the Monroe doctrine, and a candid review of the revolution of 1903, whereby the United States acquired the Canal Zone, with a discussion of our obligation to settle with Colombia—a question which will be one of the most important in the foreign policy of the Wilson administration. Attractively bound and illustrated. An appropriate gift to a friend going to Panama this winter. Through any bookseller or from

THE STATLER PUBLISHING COMPANY, 501 Fifth Ave., New York City

## The Sample Shoe Shop Company

496 WASHINGTON ST., CORNER BEDFORD  
OVER RIKER-JAYNES' TAKE ELEVATOR

### Christmas Offerings of Ladies Footwear



We carry a complete line, as shown in cut, in the finest quality "Gun Metal" and "Patent Calf" Boots in button and lace styles, which are the handsomest productions of the high grade designers. Our Price,

\$2.50

Other Stores Charge You \$3.50 to \$4.00  
"Why Pay More?"

Our handsome Suede, Satin and Velvet Boots which are the very newest creations in fabric shoes; cannot be duplicated in the best stores for less than \$4.50 and \$5.00. Our Price,

\$3.00

"Why Pay More?"



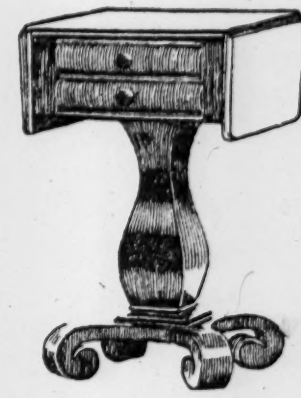
"Our Evening Slippers" have established a reputation unequalled in this city. These beautiful models, made of the finest quality "SATIN DUCHESSE," we carry in 20 of the most desirable colors to harmonize most effectively with evening gowns. They cannot be duplicated in the best stores in the land for less than \$5.00. Our Price

2.50

NOTE—The famous Lord & Taylor "ONYX" Hosiery which we display are positively unequalled in beauty of shades for matching socks and hosiery and cannot be approached at our prices. Regular 45c to \$2.25 silk hose and all-silk stockings at the unheard of prices of 23c to \$1.50.

"WE ARE EXPERT SHOEISTS"

Paine's



### OLD TIME COMFORT AND CONVENIENCE

Some of us remember how comfortable our grandmother looked as she sat in her high-backed rocker, her sewing table at her side.

Here are her very chair and work table reproduced in finest mahogany. They are the embodiment of old-time beauty, comfort and convenience.

Price of table, \$14.50; of chair, \$25.

PAINE FURNITURE COMPANY  
48 Canal Street Between Haymarket Square and North Station

## "A NATIONAL INSTITUTION"

### Browning, King & Co

CLOTHING, FURNISHINGS AND HATS  
FOR MEN, BOYS AND CHILDREN

### Enthusiasm

We might just as well try to stop the flow of Niagara as to keep down the enthusiasm of our Salesmen over our Overcoats and Suits.

We've made such a remarkable advance in Ready-to-Wear Attire that we shall keep on telling you about it until you know as well as we do that the values we offer and the styles we submit are unsurpassed. And, why shouldn't we be able to do this with our facilities? No other Institution enjoys in like manner the advantage of making and selling its merchandise directly to the customer.

Men's Suits and Overcoats.....\$15 to \$40  
Men's Dress Suits.....\$28 to \$50  
Tuxedo Coats to match all Dress Suits  
Fancy Full Dress and Tuxedo Vests,  
\$2.50, \$3.50 and \$5  
We are Agents for Stetson Hats.....\$3.50 to \$10  
Browning, King Special Derby.....\$3.00  
Full Lines of Men's Furnishing Goods  
at popular prices

Early Christmas Shoppers will find us ready with most attractive lines of House Coats, Bath Robes, Neckwear and Gloves, Suitable for Gifts for Men and Boys.

We manufacture our Boys' and Children's Clothing, also carrying their wants in Furnishings and Hats

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For all that read and study, Reader's Rest combines reading and writing facilities. Note extended arms, giving room for reference books, subject and note books.

Perfectly simple in construction, simply perfect in operation. Nothing to get out of order.

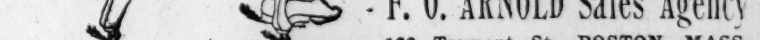
A unique gift and one that is appreciated.

If unable to obtain of your dealer we will deliver, express paid.

In mahogany, \$5.00, quartered oak \$4.00, plain oak \$3.00. The oaks are in finish to match any chair you may have.

F. O. ARNOLD Sales Agency

120 Tremont St., BOSTON, MASS.



### CHRISTMAS CARDS

SIX NEW CHRISTMAS FOLDERS, two 4 1/2 x 5 1/2 each 15c; four 3 1/2 x 4 1/2 each 10c, with well chosen sentiments. Printed in colors and embossed. One of each (as samples), mailed, 50c.

EIGHTEEN NEW CARDS, illuminated in four colors, sizes ten 5 1/2 x 3 1/2 each 5c; four 5 x 7 each 15c; three 8 x 10 each 25c; one 4 x 8 15c. All with helpful verses. One of each mailed as samples to any address for \$1.25.

THE TEARLE QUARTERLY HOLDER, suitably boxed for Christmas gift, 30c.

THE TEARLE QUARTERLY COVER of black Morocco with coin pocket, pencil loop, strap for fastening and side handle, \$1.75; plain, \$1.15.

A Full Line of Pictures, Lesson Markers, Books, Cards, Jewelry, etc. Catalogue Free.

JOHN H. TEARLE CO., Inc.

420 BOYLSTON STREET BOSTON, MASS.



Ask the man who owns one

## Packard "38" Means Mastery of Your Car From the Driver's Seat

In the smaller six-cylinder Packard, left drive avoids the necessity of stepping into the road. It is coupled with electric self-starter, electric lighting and centralized control

Electric cranking device operated easily and simply from driving position

The Packard control board is a compact arrangement at the finger tips. Starting, lighting, ignition and carburetor controls operated with the slightest effort

A separate high tension system of dual ignition

The Packard "38" has more exclusive features appealing directly to the user and driver than ever before have been gathered into any vehicle

## The Packard "38" Line

Touring Car, five passengers.....	\$4150	Landulet.....	\$5300
Phaeton, five passengers.....	4150	Imperial Limousine.....	5400
Phaeton, four passengers.....	4150	Brougham.....	5200
Runabout.....	4050	Coupe.....	4500
Limousine.....	5200	Imperial Coupe.....	4900

Demonstration on any kind of road

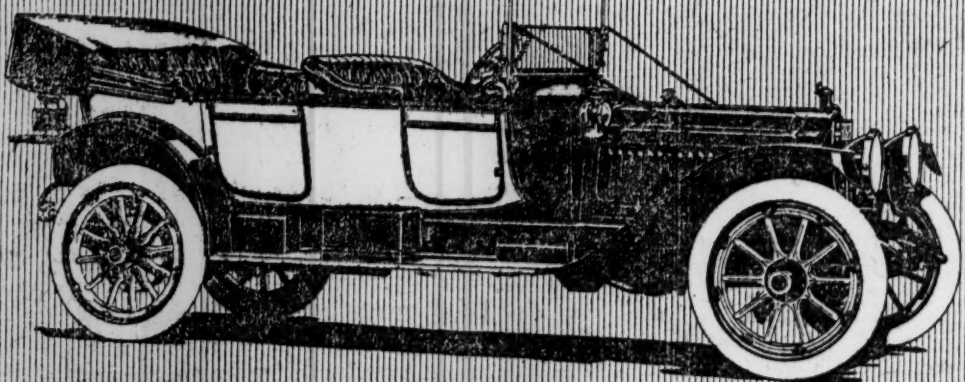
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Automobile Garments and Accessories

OUR line of Accessories for Automobiles comprises Outer Garments for Women, Misses and Children, also Men and Boys, in heavy and medium weight Woolen Materials, Fur and Fur-lined Garments, Coat Sweaters, Mackinaw Coats, Caps, Hoods and Bonnets, Motor Scarfs, Goggles, Gloves, Foot Muffs, Leather Cushions, Air Pillows, Luncheon Hampers, Rail Bags, Fitted Bags and Suit-Cases, Emergency Cases, Hotcold Bottles and Cases, Auto Clocks, Tire Trunks, etc.



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BOSTON



NEW LIVE

RUBBER  
O'Sullivan's Heels

THIS IS THE FOOTSTEP  
OF  
A WISE  
MAN

Mark the six-holed heel-print. The only heel that makes that print is the only heel of NEW, LIVE RUBBER. The six-holed print is not the only mark made in the world by those who O'SULLIVANIZE. Be successful!

Fifty Cents  
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Post Card Magic Lantern

Get One for the Boy or Girl

The only machine that reproduces the entire post card.

Regular \$5.00 Machine for \$2.50

Made for Gas or Electricity

GLOBE GAS LIGHT CO.

27 UNION STREET, BOSTON

## ARMISTICE HINGES ON ADRIANOPLE SURRENDER

LONDON—There is practically no news of any description from the seat of war. Negotiations for an armistice continue, and there are as many prophecies as there are prophets as to its terms. The real crux of the situation is Adrianople. The Bulgarians are insisting on its surrender with the honors of war, whilst the Turks, fully aware of its value, are naturally resisting.

So long as Adrianople is held the position of the allies before Constantinople is a difficult one, with the great fortress, heavily armed and well-defended, lying across the railway line to Sofia in their rear.

## HAWTHORNE TRIAL OPENED

NEW YORK—Opening the case for the government in the trial of Julian Hawthorne, Josiah Quincy, Dr. W. J. Morton and Albert Freeman on the charge of fraudulent use of the mails, Assistant District Attorney Thompson stated that a force of girls was trained to imitate the handwriting of Hawthorne and that they executed in long-hand what purported to be personal letters from Hawthorne to his friends urging them to invest in Cobalt claims which the prosecutor described as worthless.

## CUMBERLAND GOES TO CUBA

WASHINGTON—The Cumberland, originally designed for a training ship, was sent to Guantanamo, Cuba, Tuesday, in charge of the tugs Sonoma and Ontario, to relieve the station ship Newark, which will be placed in reserve at Philadelphia.

429 BOYLSTON ST.

THINGS of JOY

This Cow in Carved Wood Work, Movable Head and Tail. Only \$35 Up.

Then there are Horses, Crocodiles, Horsemen, Reindeer, Birds, Etc.

Russian National Instrument BALALAYKA \$1 up

Eight Dolls for \$1.00

The Child's Delight

Sent Prepaid

Largest Assortment OF Embroideries, Laces and Linens

Also Brasses

This Pair of Russian Candlesticks SENT PREPAID FOR \$2.00

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FOR SALE

Elizabethan brick house, 12 rooms, four tiled baths, solid mahogany paneling and doors, leaded glass windows, rare granite fountain in Solarium, waterfront rights on Long Island Sound, 30 minutes from Pennsylvania Station. In New York's highly restricted section, favored by lovers of nature for all year-round homes. Spacious grounds, beautiful residential park, woods and water. Will sell my home at moderate figure. Terms convenient. S. L. NEWMAN, 106 West 29th St., New York.

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TAILORED SUITS - RECEPTION, AFTERNOON AND EVENING GOWNS - WRAPS

With our exhaustive study of the present styles backed by our reputation as conscientious tailors, we solicit your patronage.

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THE BELL BOOK AND STATIONERY CO. Richmond, Virginia.

## UNIONIST VICTORY NOT A SUFFRAGIST DEFEAT

LONDON—The Bow election has ended in the decisive defeat of George Lansbury, Socialist, who resigned his seat for the specific purpose of recontesting it on the basis of woman's suffrage. The result has been that he has converted a majority of 863 into a minority of 751, whilst the Unionists have gained a seat by the return of Reginald Blair.

Though Mr. Lansbury attempted to fight the election on the question of woman's suffrage it would be ridiculous to say that he succeeded in confining it to this issue. The Unionists naturally took advantage of it to fight an all-round battle, whilst the Liberals were openly advised not to vote for a man who had attacked the party strongly in the House.

As for the Labor party, Mr. Lansbury's resignation of the seat was a deliberate challenge to them and an avowed expressing of want of confidence in them. It was not to be expected, therefore, that he would have their support. In such circumstances he may be said to have done well in making so strong a fight, but it would be impossible to say, whatever his intentions may have been, that he succeeded in confining the issue to woman's suffrage.

## NEWS BRIEFS

## TO BUILD 16-STORY HOME

INDIANAPOLIS—Plans for a new bank and office building at the northwest corner of Market and Pennsylvania streets have been announced. The building will be 16 stories high and of steel construction. It will occupy an area of 12,000 square feet, with a frontage of nearly 100 feet in Pennsylvania street and 120 feet in Market street. When completed the structure will be the home of the Fletcher Savings & Trust Company. The structure will cost \$800,000.

## STATE SEEKS 110 ACRES

RICHMOND, Ind.—The trustees of an Indiana institution have filed condemnation proceedings in the Wayne circuit court against John Kempton, a farmer, living west of the city, in order that appraisers may be appointed to fix the value of 110 acres desired by the state. Several hundred acres of farm land adjoining that of the Kempton tract are under option by the trustees.

## NEW HIGH SCHOOL DEDICATED

ELKHART, Ind.—Elkhart's new \$150,000 high school was dedicated recently with addresses by Charles A. Greenhouse, state superintendent of public instruction, and by citizens. The building has been in use since the beginning of the regular term last September.

## CITY SELLS \$100,000 BONDS

MINNEAPOLIS, Minn.—The municipal bond market looked favorable to the council ways and means committee recently and \$100,000 bonds for the new Thirty-fourth Street high school were sold to R. L. Day & Co. of Boston for \$95,619. This sale on an interest basis would figure about 4½ per cent.

## CONGRESS FOR FARGO

MINNEAPOLIS—North Dakota is to have a conservation and agricultural development congress to be held the week of Jan. 13 at Fargo, when the Tri-State Land Growers, the North Dakota corn show and corn growers, North Dakota poultry show, Fargo kennel show, home products show, state horticultural and state veterinary convention are all to be held.

## YOUR BABY

May Be Kept Warm with Soft "Non-Nettle" White Flannels

Non-Nettle Flannels are made soft, smooth and long wearing without the ruinous teasing process. Therefore, no nettles, no weakening of yarn, and no disappointment after washing. (25c to \$1.00 a yard.) We sell direct to mothers. Beware of substitutes and imitations. "Non-Nettle" is stamped every half yard on selvage. We do not sell to dealers.

Send for Free Sample Case and receive samples of Flannels, Diaper, Rubber Sheeting, complete lines of Baby White Goods, Dimples, Long Cloth, etc. Also illustrated catalogue showing 50 styles of White, Embroidered Flannels, Infants' Outfits (\$5.00 up), Separate Garments, Rubber Goods, Baby Baskets, Bassinets and hundreds of necessary articles for mothers and the baby. No advertising on wrapper.

FOR 25 CENTS we will include a complete set of Modern Paper Patterns for baby's first wardrobe that would cost \$1.50 if bought separately. Write at once or save this advertisement.

The Lamson Bros. Co., 335 Summit St. TOLEDO, O.

HISTORIC HOUSES OF VIRGINIA To Be Published Shortly

An Important Addition to every library of Genealogy and History of the South.

WRITE FOR PROSPECTUS and Special Price for Advance Subscription.

The Bell Book and Stationery Co. Richmond, Virginia.

been, that he succeeded in confining the issue to woman's suffrage.

The party instincts of the Unionist voters at the moment when the disestablishment of the Welsh church and the question of home rule are before the country are far too strong to make it possible that they would support a disestablisher and home ruler even if they were in favor of female suffrage. On the other hand, Mr. Lansbury's attacks on the government and on the Labor party were not likely to cause Liberals opposed to woman's suffrage to rally very strongly to his support. As a result he has been rather badly beaten, the figures being, Mr. Blair 4042, Mr. Lansbury 3291, the Unionist majority 751. How is the tenth seat the Unionists have won since the general election, making 20 votes on division.

## SUFFRAGISTS RESOLVE FOR PEACE

PHILADELPHIA, Pa.—The National American Women's Suffrage Association convention adjourned Tuesday after adopting resolutions which favored arbitration among nations "to the end that wars might be prevented," and demanding and equal standard of morality for men and women.

## ARMY AND NAVY NEWS

## Army Orders

WASHINGTON—First Lieut. M. H. Darnall, medical corps, relieved duty at Ft. Hunt, Va., Feb. 1, and proceeded to Elkhart, Va., reporting by telegraph upon arrival to the adjutant general of the army.

First Lieut. G. L. Van Dusen, C. A. C., assigned to one hundred-fourth company; Lieut. Col. T. Cruse, Q. M. C., assume charge construction work Philadelphia depot of the Q. M. C., and command of field supply depot No. 1, relieving Maj. G. L. Irving, Q. M. C. Orders April 3 relating to Lieut. H. W. Wildrock, C. A. C., revoked.

## Navy Orders

Lieut. (junior grade) Richard Hill, detached the Barry, to command the Chauncey.

Ensign F. R. Smith, detached the Albany, to the Monadnock.

Ensign H. B. Cecil, detached the Albany, to the Monterey.

Paymaster D. C. Crowell, to the Iowa. Passed Assistant Paymaster R. H. Westlake, detached navy yard, Portsmouth, N. H., for two months' leave.

Passed Assistant Paymaster B. D. Roberts, to the Massachusetts.

## Movements of Naval Vessels

The Arcturion is at Newport. The Prairie has left Santo Domingo for Azua.

The Beale is at Washington. The Delaware is at Hampton Roads. The Vermont is at southern drill grounds.

The Buffalo is at Panama. The Des Moines has left New Orleans for Mobile.

The Nashville is at Monte Christi. The Arkansas is at Hampton Roads. The Tingey and Craven have left Norfolk for Charleston.

The Hector is at Sewall Point. The Prometheus has left Acapulco for San Diego.

The Alert, the F-1, the F-2 and the F-3 are at San Francisco.

## SEMINARY GETS \$100,000

PITTSBURGH—The Rev. Dr. Nathan W. Conkling, a New York divine, wishing to turn over his fortune to his alma mater has given \$100,000 to the Western Theological Seminary, Northside, to endow the president's chair, with the provisions that the institution pay him an annuity as long as he lives. The gift will be known as the Nathaniel W. Conkling foundation.

## CITY TO GET SCHOOL FUNDS

ALEXANDRIA, Va.—According to the apportionment of school funds by the state department of public instruction, just made, this city will receive from the state for school purposes a total of \$7,300.44, its total school population being 3596.

## ROOSEVELT LIBEL SUIT DATED

MARQUETTE, Mich.—The trial of George A. Newett of Ishpeming, charged with criminal libel on complaint of Theodore Roosevelt, will take place in the court of Justice Samuel F. Byrne in this city Dec. 31 next.

Sheffield Plate Silver on Copper

Every well ordered table must have one or more Salt and Pepper Shakers.

The quiet dignity of SHEFFIELD PLATE combines beauty and utility. Size 3½ in. \$5.00 per pair by mail.

ETHWILT HOME ARTICLES COMPANY BOX 1645, BOSTON, MASS.

## USE WARD'S INKS

MacLure and Paste for Home and Office use. Made of the very best materials.

57-63 Franklin St.



## MR. TAFT SAYS HE IS NOT CANDIDATE

WASHINGTON—President Taft has notified those who are taking steps to rejuvenate the Republican party that he is not to be regarded as a possible candidate in 1916, no matter how active his participation in reorganization may be. A meeting of the Republican leaders to be held at New York or Washington sometime early in January is now being considered; but plans are as yet indefinite. President Taft and Mr. Hilges are being urged to take part in the movement to establish active "militant" headquarters for the party, to open at once and to lead a general party reorganization movement during the next four years.

### ANNOUNCES FORTUNE'S DISPOSAL

NEW YORK—Andrew Carnegie announced in a statement Tuesday night that all his fortune will be left to the Carnegie Corporation of New York to carry on his educational and charitable work, except \$25,000,000, which will be disposed of under his will. Mr. Carnegie reserves with this personal supervision of his United States military telegraph corps and Pennsylvania railroad pensions.

### WILL CONSIDER PIER PROBLEM

NEW YORK—The board of estimate today considers the plan of building piers to accommodate modern ocean liners, and it may take final action on the proposition to build such piers on the North river front between Forty-fourth street and Fifty-ninth street.

### SUFFRAGISTS ADMIT DEFEAT

LANSING, Mich.—Information from Fort Huron Tuesday gave the unofficial majority against the suffrage amendment in St. Clair county as nearly 1600, and caused suffragists in Michigan to admit that defeat was almost certain.

### BOOK SELLERS INDICTED

NEW YORK—The federal court has indicted James J. Farmer and 11 other persons, charged with using the mails fraudulently in selling alleged rare books to numerous persons.

### WILSON PLURALITY 2,228,608

NEW YORK—The popular vote for President in the election of 1912 shows that Governor Wilson polled throughout the country a total of 6,156,748 votes. Colonel Roosevelt 3,928,140, and President Taft 3,376,422. The Socialist vote for Eugene V. Debs amounted to 673,783, with the Socialist count still unfinished in seven states. In 1908 W. J. Bryan's popular vote was 6,393,182, and that of President Taft 7,637,676.

### PRESIDENT-ELECT HONORED

HAMILTON, Bermuda—President-elect and Mrs. Wilson and their two daughters were the guests at dinner Tuesday night of Sir George M. Bullock, the Governor. The Governor's home was decorated with British and American flags, while the tables were loaded with flowers. Toasts were given to King George, President Taft and the President-elect.

### PARCELS POST RULES DEFINED

WASHINGTON—Postmaster General Hitchcock on Tuesday decided that all farm and factory products will be admitted to the parcels post subject to limitations as to size and weight. Third class packages such as books, circulars and other printed material, still retains its classification but must call for much higher rate than ordinary merchandise.

### TELLS OF INDEPENDENT'S GROWTH

CHICAGO—A. H. Bayston of the Independent Harvester Company on Tuesday in the government's suit to dissolve the International Harvester Company, said that his concern has 23,000 stockholders, has doubled its business annually for three years, is now selling \$750,000 worth of goods a year, and has an authorized capitalization of \$10,000,000.

### REPUBLICAN ELECTOR LEADS

SAN FRANCISCO—Final figures from all counties of the state, announced Tuesday night, give Wallace, heading the Republican electoral ticket, a plurality of 128 votes over Griffin, the first Democratic elector. The totals are Wallace, 283,532; Griffin, 283,404.

### TRUST INQUIRY ANNOUNCED

WASHINGTON—A general trust investigation will be undertaken by the House judiciary committee immediately after the holiday recess of the coming session of Congress, Chairman Clayton of the committee declared Tuesday.

# New England's Foremost Exposition of Fashion's Highest Expressions of Style in Opera Apparel and Accessories

Presenting Magnificent Selections and Exclusive Ideas in

*Costumes, Wraps, Furs, Lace Robes, Footwear, Gloves, Hosiery, Scarfs, Neckwear and other Dress Essentials*

AT LAST Grand Opera has been made a permanent institution of Boston, and one of which the citizens of our great city may well be proud. Its influences are manifold. Its refining tendencies, its educational advantages, and the splendid opportunity to hear, admire and study the works of those great masters of musical composition and harmony, are but a few of the prominent benefits of such an institution. Finally, the Grand Opera season is a veritable "Promenade of Fashions," where society appears attired in the most beautiful apparel of the hour.

Just as the term "Grand Opera" naturally makes one think of such pre-eminent geniuses as Massenet, Gounod, Meyerbeer, Verdi, Wagner and Puccini, so also the question of what shall constitute "Milady's Opera Wardrobe" first brings to mind the name of Jordan Marsh Company.

This great store holds the unique position in New England as the leading exponent of Authentic and Exclusive Fashions. With a resident representative in Paris, and the sending of fifty expert buyers to Europe yearly, we have constant and close connections with the great fashion centers of the world enjoyed by but few stores in the United States. Our surpassing stocks of Opera Apparel include the best the world affords. Here will be found the choicest creations of America's leading designers as well as the most beautiful conceptions of such world-famed artists as Poiret, Callot Soeurs, Paquin, Pierrot, Francis, Beshoff-David and Bernard.



This Beautiful, Graceful  
**Exclusive Opera Gown**

A gorgeous creation, done in chiffon velvet, with a charming overdrape of chiffon and lace, strikingly trimmed with ermine fur. Priced at \$125.00.

### Handsome Furs

Imported Moleskin Coat, full draped skirt, fancy deep collar, finished with novelty trimming, Max model ..... 800.00  
Fancy Hudson Seal Coat, one skin animal shaped collar and large cuffs of pointed silver fox; muff to match. Max model. A set ..... 750.00  
Imported Evening Coat, Chinchilla squirrel, large kimono sleeves. Laxton & Chapier model ..... 800.00  
Imported Fancy Wrap, moleskin, trimmed with taupe fox, large fancy shaped muff. Fourrures Max model. A set ..... 450.00  
Imported Moleskin Wrap, large revers, Robespierre collar of ermine, fancy muff ermine trimmed to match. Set ..... 450.00  
Novelty Set, consisting of two-skin pointed Sitka fox, combined with ermine; large novelty muff to match. Set ..... 375.00

### Footwear

Satin Slippers. Plain, all colors, high and low heels. 3.25  
Satin Slippers. Beaded, white, gray and black ..... 5.00  
French Bronze Kid Slippers. Beaded and plain ..... 5.00  
Black Kid Slippers. Beaded and plain ..... 3.25 to 6.00  
White, Pink and Blue Opera Boots ..... 6.00 to 10.00  
Carriage and Automobile Boots, made of velvet and kid, to wear over dress slippers ..... 4.00 to 6.00

### Charming Costumes

For fashionable evening wear the couturiers of London Paris, Vienna and New York have outdone themselves, producing the most fascinating styles in evening gowns ever brought out. Subtle harmonies in color, ingenious designing, rare beauty of materials and effectiveness in draping and trimmings, mark the endless selection of new gowns shown here.

Hand Made Lace Gown, jewelled with pearls and rhinestones en train. Priced at ..... 165.00  
Pink Chiffon Gown, decollete and beautifully beaded. Priced at ..... 115.00  
Nile Green Chiffon and Lace Gown, with hand-painted pearls. Price ..... 95.00  
A Callot Model Evening Gown, black Boheme lace with touches of American Beauty. Priced at 150.00  
A Turquoise and Silver Brocade Evening Gown, with hand drawn lace. Priced ..... 150.00  
A Myrtle Green Tulle Evening Gown, over gold charmeuse. Priced at ..... 150.00  
A Saffron Brocade Velvet Gown, with jewelled lace. Price ..... 95.00  
A White Tulle and Chantilly Lace Gown, with floral trimmings. Priced at ..... 85.00  
Beautiful Dresses for Opera Wear, one of a kind. Priced at ..... 50.00  
Imported Beaded Tunic and Robes, draped of satin en train. Priced at ..... 35.00

### Wraps and Coats

A most gorgeous presentation of the leading fashions of the hour, surpassing in variety, distinctiveness and grandeur of colorings one's fondest dreams. Here will be found many alluring creations, one of a kind, from the most famous designers of Europe and America.

A Blue Velvet Wrap, richly embroidered. A Paris model. Price ..... 195.00  
Black and White Beaded Wrap, a Drecol model. Very refined. Price ..... 95.00  
A Mole Colored Plush Coat, fur trimmed; light blue silk lining. Price ..... 95.00  
Black Velour and Moire Wrap, made with an attractive fur collar and cuffs, and beautiful white brocade lining. Price ..... 75.00  
Handsome Brocaded Taupe Wrap, with self-colored lining. Price ..... 75.00  
Handsome Velour and Velvet Wraps, shown in a variety of real smart foreign and domestic models. Prices from ..... 37.50 to 50.00  
Choice Broadcloth Wraps, in black and colors; several new models. Prices ..... 25.00 to 45.00

### White Opera Gloves

White Kid Gloves, 24-button length. Price 5.00  
White Kid Gloves, 20-button length. Price 4.25  
White Kid Gloves, 16-button length. Price 3.50  
White Kid Gloves, 12-button length. Price 3.00  
White Suede Kid Gloves, 20-button length 2.75  
All are French Kid Gloves, imported direct by us and made from the finest selected skins.

### Neck Scarfs

Real Duchess and Rose Point Lace Scarfs. Priced from ..... 75.00 to 175.00  
Real Princess and Bohemian Lace Scarfs. Priced from ..... 12.50 to 35.00  
Hand-run Spanish Lace Scarfs ..... 5.00 to 25.00  
Lierre and Bretonne Lace Scarfs ..... 8.50 to 25.00  
Real Carrick-ma-Cross Lace Scarfs ..... 45.00  
French Scarfs of Marabout and Ostrich Combinations ..... 5.00 to 35.00  
Imported Novelty Scarfs from ..... 5.00 to 50.00

### Fans for the Opera

Assorted Colored Fans—Gauze with lace and spangled designs ..... 1.50  
White Fans—Hand painted, lace designs on bone frame ..... 50c  
Black Fans—In a variety of elaborate designs, 3.00

### Robes and Tunics

Exquisite Lace and Beaded Tunics and Robes in splendid variety of handsome styles and designs. All are on sheerest of chiffon and net beautifully trimmed with beads, crystals, rhinestones and dainty laces in afternoon and evening shades. Others of real Irish, Duchess and Point Lace.

Fine White Chiffon Tunics, embroidered and beaded in pastel colors. Priced at 35.00, 39.00  
High Grade Tunics, black jetted and embroidered on net. Priced at ..... 30.00 and 35.00  
Crystal and Pearl Tunics, new style, on net. Priced at ..... 35.00 to 75.00  
Handsome Evening Coat, on white chiffon with draped black shadow lace and crystal trimming. Price ..... 65.00  
Real Irish Lace Tunics. Price ..... 125.00 to 200.00  
Real Duchess and Point Lace Robe. Price. 400.00



### The Above Magnificent Plush Evening Wrap

Of handsome green silk plush, with deep collar and cuffs of moleskin. This is a marvellously beautiful creation, made and designed by a leading Parisian artist. Priced at 195.00.

### Opera Glasses

Genuine "Lemaire" Opera Glasses, aluminum, silver, enamel ..... 22.50  
Genuine "Lemaire" Opera Glass, pearl and gilt ..... 11.50  
Genuine "Lemaire" Opera Glass, black leather, gilt tubes 6.50  
Solid Gold Lorgnettes ..... 15.00 to 40.00  
Solid Gilt Lorgnettes ..... 7.00 to 40.00

## NEWMAN TRAVELTALKS

EXQUISITE COLOR VIEWS AND MOTION PICTURES  
SYMPHONY HALL NEXT FRIDAY EVENING AT 8:15  
THIRD IN A SERIES OF FIVE SWITZERLAND EUROPE'S PLAYGROUND  
POPULAR PRICES, 50c, 75c, \$1.00. 25c Seats Day of Lecture.

SYMPHONY HALL, Sunday Afternoon, Dec. 1, at 3:30  
The Renowned Violinist, and Orchestra of  
KREISLER Symphony Players, under OTTO URACK  
Asst. Conductor Boston Symphony Orchestra  
HIS ONLY CONCERT (First Appearance)  
Tickets, \$2.00, \$1.50, \$1.00 and 50c. Now on Sale.

STEINERT HALL, Tuesday Evening, Dec. 3, at 8:15  
Second in a Series of 4  
KNEISEL QUARTET Chamber Music Concerts  
Tickets, \$1.50, \$1.00 and 75c, at Steinert and Symphony Halls

JORDAN HALL, Thursday Afternoon, Dec. 5, at 3  
Mme. DEVERE-SAPIO SONG RECITAL  
Sig. Sapiro, Accompanist  
(SOPRANO)  
Tickets, \$1.00, 75c and 50c, at Symphony Hall.

SYMPHONY HALL, Sunday Afternoon, Dec. 8, at 3:30  
Her Only Song Recital  
Mme. SEMBRICH FRANK LA FORGE, Pianist  
Tickets, \$2.00, \$1.50, \$1.00, 50c. Public Sale Friday, Nov. 29.

STEINERT HALL, Tuesday Evening, Dec. 10, at 8:15  
VIOLONCELLO AND PIANO RECITAL  
Alwyn Schroeder Hedwig Schroeder  
CELESTO PIANO  
Tickets, \$1.50, \$1.00 and 50c, at Steinert and Symphony Halls.

JORDAN HALL—Three Chamber Music Concerts  
On Thursday Evenings, Dec. 12, Feb. 6 and March 13  
The FLONZALEY QUARTET  
Single Tickets, \$1.50, \$1.00 and 75c. Public Sale, Friday, Dec. 6.

MAIL ORDERS for the above concerts, accompanied by check or money order and addressed to L. H. MUDGETT, Symphony Hall, filled in order of receipt and as near the desired location as possible, prior to public sale.

## BOSTON OPERA HOUSE

SATURDAY, NOV. 30, AT 2  
First Matinee of the Opera Season

### "THE TALES OF HOFFMANN"

Given with the same exceptional cast and remarkable production as on the opening night.

### SUNDAY ORCHESTRAL CONCERTS

WORLD-FAMED SOLOISTS AT POPULAR PRICES

First in the Series, Next Sunday, at 3:15 o'clock

Complete Orchestra and Chorus of the Boston Opera Company and Mr. Yanni Marcoux, Mme. Chennens, Miss Barnes and Miss Von Aken, as soloists.

Musical Director, ANDRE CAPELET.

PROGRAM—RUSSIAN MUSIC  
Sunday, Dec. 8, MARY GARDEN, Sunday, Dec. 22, TETRAZZINI, Soloist  
Soloist Sunday, Dec. 29, JOHN MCCORMACK, Soloist  
Prices 25 cents to \$1.00

The hour makes these concerts especially advantageous for the music-lover resident in cities and towns near Boston.

### DESTINN

Sings Exclusively for  
COLUMBIA  
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174 Tremont St., Boston Distributors  
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# James McCreery & Co

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"McCREERY SILKS." In Both Stores

## CLEARANCE SALE OF SILKS, CHIFFONS AND DRESS GOODS

This season's accumulation of all short lengths and discontinued lines from the Wholesale and Retail Departments, to be sold irrespective of former prices, at **50c a yard**

## LA VIDA CORSETS. In Both Stores

Models for every type of figure, made of plain and fancy materials, **3.00, 4.00, 5.00 to 10.00**

W. B. Reduso Corsets for stout figures, **3.00 and 5.00**

## WOMEN'S COATS & WRAPS. In Both Stores

Greatly Reduced

Evening Wraps, in a variety of Imported and Domestic models, all the latest materials, reduced from 125.00 to 165.00, **68.00 to 95.00**

Afternoon and Evening Wraps of Black Satin and Charmeuse, silk lined and warmly interlined. Trimmed models, **22.50 to 39.50** reduced from 32.50 to 49.50

Street Coats of Corduroy and Velour, satin lined, **22.50, 25.00 and 38.00** reduced from 32.00 and 49.50

Street Coats of Black Broadcloth, trimmed models, **18.50, 22.50 and 29.50** reduced from 29.50 to 39.50

Long Coats in a variety of warm materials, **12.50, 14.50 and 18.50** reduced from 19.50 and 29.50

23rd Street New York 34th Street

## C. G. Gunther's Sons

Established 1820

## FURS

Superior in Quality and Workmanship. All the desirable furs fashioned into Long and Short Coats, Muffs and Neckpieces. Imported Models and Models of our own design.

## MOLE COATS

Made of the finest quality of Scotch Moleskins—extremely light in weight. A large variety of models in all lengths—plain, draped or trimmed.

391 Fifth Avenue, New York.

# RAILROAD BUILDING IN SOUTHERN BRITISH COLUMBIA

NELSON, B. C.—Southern British Columbia, while for many years producing metals for the world market, and lumber, coal and fruit for the prairie market, has been largely a kingdom unto itself, and its steady increase in wealth and in population has been chiefly from within, and its development has followed the original transportation routes. Now, this magnificent region, by railway lines actually under construction, is coming into its own, and an era of new railway development is being inaugurated that will raise this portion of the great Pacific province to a new plane of importance and a new stage of commercial expansion. The difference between the railway phase here and in other parts of the Canadian west is that the railway construction now in progress here will be largely for the benefit of a well developed district, whereas in most other cases the new roads are purely development lines.

First in importance among the new lines is that known as the Kettle Valley line, which is an extension toward the coast of the boundary branch of the Canadian Pacific. Primarily this line will develop new territory in the Similkameen, the lower Okanagan and the Nicola. It will also, however, bridge the gap between the Kootenay system of lines, and the Coast system, and in effect ties the city of Nelson, which is the focal point of six Canadian Pacific routes, with the city of Vancouver, the Dominion's Pacific port. At the present rate of progress this line will be completed within the twelvemonth, and the results of mutuality of interest with the coast will then begin to accrue.

The utility of this line has at that stage only commenced, however. Affording a more direct outlet eastward, it gives through the Crows Nest Pass route egress to the coast independent of the Canadian Pacific main line except for the final link, and the Crows Nest branch will become for all purposes a main line, with its termini Medicine Hat, in Alberta, and Vancouver, on the coast. Through the prairie provinces the Canadian Pacific is pushing another southern line, from Weyburn, on the Soo, to a point south of Lethbridge, Alberta, which is designed to become a part of the Crows Nest route.

Weyburn in turn, for this purpose, will be linked with Winnipeg, and the ultimate Crows Nest through route will begin at Winnipeg and end at Vancouver. This may perhaps take three years to accomplish, and the Crow route will then be the superior main line, both on the prairie and in the mountains. In the meantime, the lapse of a year will probably witness the inauguration of the Nelson-Vancouver direct service, and the diversion of about half the through travel to the Crows Nest route at respectively Medicine Hat and Vancouver.

A second short link to the coast is

now being forged, though not being a through route link its influence will be more local. The Victoria, Vancouver & Eastern line of the Great Northern system is being rapidly pushed through the Similkameen eastward. In fact, it now affords the only connection between the Kootenay and the coal fields of the Similkameen. It will be completed to the coast, it is estimated, in 18 months. Though this route between the Kootenay and the coast is partly south of the international boundary, it promises, on mileage, to give much the quickest time of any of the alternative routes.

## North and South Lines

Next in order come the north-and-south lines. In probably four months one of these routes will be opened, purely incidental to the building of the Kettle Valley line, and yet of great importance in itself. Okanagan lake, instead of being tributary solely to the main line, will have a southern outlet on the new trunk route, and incidentally will furnish one of the several routes of through passage open to the traveler. On the opposite side of the map, in the East Kootenay, is a great inter-montane valley, separating the Rockies and the Selkirk.

From both ends of this valley the Canadian Pacific has been building the Kootenay Central in a leisurely manner, but it has just been announced that this

line, which will open up both agricultural land and a promising silver-lead district, will be ready for opening in a year and a half. In comparison with the facilities of today, for movement in the mountains, certain journeys will be reduced from days to hours, for the West Kootenay—geographically between the two sections described—will no longer have the monopoly of routes.

The transportation system of the West Kootenay itself is being tightened up. Its three north-and-south routes—on the Arrow, Slovan, and Kootenay lakes—become one as they join the main line, but the Arrow service, at present the through service, has attained steel steamers, while next season will see Kootenay lake in the same position. It will probably be some years before Kootenay lake will be eliminated as a link in the Crows Nest route by the construction of the remaining piece of shore line, but no matter what route the traveler elects to follow after once arriving at the lake region, he cannot evade scenic effects.

The Canadian Pacific is completing the interior connection between Slovan and Kootenay lakes, incident to serving the silver-lead region; the Rossland branch, which ascends Red mountain, is to be electrified, necessitating another unit in the great plant at Bonington Falls, near this city; and the Boundary and Crows Nest branches are being keyed up by permanent work of a main line standard. The double-tracking of the Crow is said to be slated for the next appropriations, for this will inevitably be the great freight route through the mountains.

The Idaho, Washington & Northern line of the Chicago, Milwaukee & St. Paul is proceeding down the Pend d'Oreille valley in Washington, and is expected

to cross the boundary shortly, and develop mineral country.

Although the Kootenay at present has but one of the Canadian transcontinental roads, the advent of the others is considered to be but a matter of time. The Canadian Northern has contracted with the British Columbia government to build a bridge southward into the Okanagan, and from the terminus set, there is a natural route by way of Fire valley to the Arrow lakes, and thence to Nelson by the Kootenay river. An eastward continuation would be expected, as the company's prairie system is heading toward the Crows Nest pass. Also, current dispatches from Moose Jaw state that the Grand Trunk Pacific is surveying an air line from Regina to Lethbridge, from which latter point surveys are being made through the mountains for a line that will be between the Canadian Pacific main line and the international boundary.

## Columbia River

A transportation development of a different nature is also practically a certainty if the United States government completes the program of overcoming the obstacles to navigation of the Columbia river at the Dalles and at Kettle Falls. That is, the opening of navigation from the boundary to the Arrow lakes, which are the Columbia in lake form, a Dominion department being now engaged in taking a survey of the river on the Canadian side with such an end in view.

If the American Columbia is made navigable, the Canadian Columbia will follow as a matter of course, with the result that southern Alberta will save hundreds of miles of rail haul by using this route for the shipment of wheat billed to England.

A phase of communication is the road system, the provincial system of trunk highways being actively projected through the Kootenay. In less than a year, the city of Nelson will have auto connection with Spokane, Wash., and with Alberta.

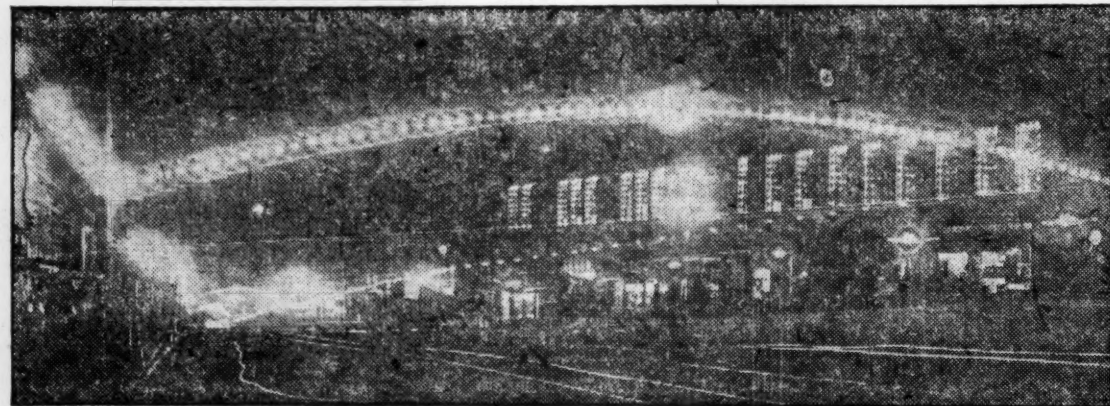
Southern British Columbia comprises a territory greater in extent and resources than various of the Atlantic states; it contains nearly all the zones of settlement of the interior, and sends to the legislature one-fourth of the province's representation. Its population is about 80,000, and a day of new and great development is dawning.

## ALBERTA FARMER FINDS ASPHALTUM

EDMONTON, Alta.—John J. Hayward, who migrated to central Alberta from Minnesota 3½ years ago, is becoming wealthy as the result of locating a bed of asphaltum on his homestead, 38 miles northeast of Edmonton. He discovered the "black stuff" while plowing.

After a thorough examination by W. H. Williams, formerly an inspector of mines in the United States, a company was incorporated under the laws of Alberta, with a stated capitalization of \$1,200,000, to develop the property. The expert says that "the land is underlaid with highly impregnated tar at depths of from three to 20 feet under the grass roots. Surface indications all point to petroleum fields, and it may be proved by drilling that a valuable natural gas and oil field will be found there."

## Tacoma, Washington, The Electrical City of the Pacific Northwest



THE largest municipal light and power plant in America has just begun the generation of electricity for the city of Tacoma. The waters of a glacial stream, the Nisqually river, flowing from Mount Tacoma, have been saddled for this purpose, and the headworks have been built in the beautiful Nisqually canyon, 43 miles from Tacoma. The cost of the plant was \$2,000,000. It is capable of generating practically 32,000 horsepower.

To vie with other power corporations, the city has placed its power rates at a figure said to be as low as any in the country. Under the commission form of government, the plant is utilized as a strictly business adjunct of the city, a selling agent being employed to procure power business. For lighting, the citizens had even before this plant was in operation the lowest rate in the Northwest, and this will be greatly reduced in a few months, when the Nisqually plant has proved its worth.

Four generating units in the power house develop 32,000 horsepower, nominal capacity, and 36,000 under forced head. As the plant is primarily for lighting, the storage space is limited, but is sufficient to run the four generators at top speed for two hours. The "peak load" is used in the evenings, but at all times of the day, enough power is generated for sale to private corporations.

From 1 to 24 per cent load factor, the city sells power at 2.4 cents a kilowatt hour; at 50 per cent load factor, the price is 1.3 cents a kilowatt hour; at 70 per cent, 96 cents; at 80 per cent, 86 cents. The low rates were made for the announced purpose of attracting to Tacoma the industries demanding low-priced power.

The plant is of the most permanent type of construction. For 10,000 feet, the water is carried through a tunnel bored in solid rock. A drop of 415 feet brings the water from the reservoir to the power house.

Tacoma's streets are as well lighted as those of any municipality in this or any other continent, a novel arrangement of festoons crossing the downtown thoroughfares at short distances which give the impression of a continued arch of brilliance, being the method employed in the business districts. Up town a complete equipment of arc lights swung out over the pavements illuminates even the more remote streets.

To prevent sapping the city's supply of power, a clause is incorporated in the city charter prohibiting the sale of power to other municipalities. This clause insures abundant illumination and running power of Tacoma, even should the rapid growth of the last few years be accelerated and continued.

## Special Notice:

Ida M. Tarbell has never found herself as she has in these articles about women that she is writing for the American Magazine...

## First National Bank Talks

BOSTON, NOV. 27, 1912.

## Growth

The steady, consistent growth made in deposits by the First National Bank during the past seven years—without consolidations proves that the service it has given is appreciated.

## DEPOSITS

1905.....	\$38,000,000.00
1907.....	45,000,000.00
1909.....	56,000,000.00
1912.....	75,000,000.00

Over 90% of customers who have opened accounts during the past year were introduced to the bank by its own depositors

Capital .....	\$5,000,000
Surplus .....	10,700,000

First National Bank of Boston-70 Federal Street



## Dublin, Ireland

## IRELAND

VISITORS to Ireland wishing to see its Northern half can do so in comfort by using the TRAINS and HOTELS of the

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First and most essential in a manufacturing commonwealth is the need of coal and water. Wyoming is especially advantaged in this particular, and slowly but surely its manufacturing possibilities are being recognized and adopted. The one thing that is hampering this branch of industry is the lack of railroad facilities, but this feature is being and soon will be eliminated. When the Gulf to Sound line is completed a vast and rich territory in this state will be able to market its products.

One industry which is being gradually taken up in Wyoming is the manufacture of alfalfa products. There is an alfalfa mill at Cody and there are prospects of one being started at Worland. The products are alfalfa meal and chop, at present being used only as stock feed, but breakfast food experts are working on alfalfa for another edible. At a recent home banquet in one of the northern towns, alfalfa had a prominent place on the menu. A large acreage of Wyoming's soil is planted with alfalfa, there always being three crops, and summer pasture for hogs.

Oil at the present time is the paramount industry of the state. The big fields are at Casper, Salt Creek and Lander, but almost daily new fields are being opened up.

At Green River is a large soda factory. There are large fields of asbestos at Casper, but they are in an embryo state at this time. Laramie has two cement factories. There are large tie-pickling plants there and at Ft. Steele, and extensive coke ovens at Cambria.

The limestone at Iron Mountain is now being shipped to the Colorado beet sugar fields, but when the contemplated

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## PEOPLE'S GARDENS, PHOENIX PARK



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Phoenix park, Dublin, is a vast pleasure ground consisting of 1760 acres

(Special to the Monitor)

DUBLIN, Ireland—The Phoenix park is the greatest and most abiding monument, says Litton Falkner, M. A., in a paper read before the Royal Irish academy, of that striking revival and extension of the Irish capital which in the space of a few years transformed a mediaeval city into a modern metropolis.

The appointment of an Irish lord-lieutenant, the Duke of Ormonde, was made in 1661. Exile on the continent had enlarged his experience of cities, and with his friends he returned with new and liberal ideas of what a capital should be, and with a sincere desire for the welfare of his country. The laying out of broad streets was begun and the building of fine houses undertaken, the interior decoration of which was remarkably fine. The Phoenix park was enclosed. It comprises 1760 acres and has a circumference of seven miles. Public improvements on a scale so magnificent for those days, attracted many Irish and other residents. In 1731, the entertaining Mrs. Delany, then Mrs. Pendarves, writes of the park: "It is a large extent of ground, very fine turf, agreeable prospects, and a delightful wood in the midst of which is a ring where the beaux and belles re-

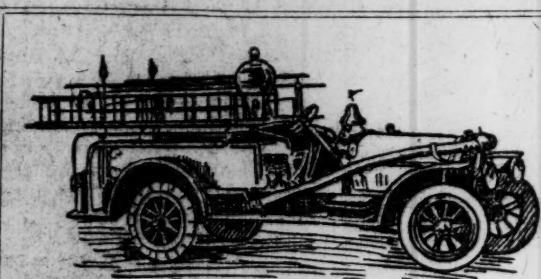
sort in fine weather; indeed I never saw a spot . . . more to my taste, it is far beyond St. James or Hyde Park."

A quaint protest of the eighteenth century against "encroachment on the public, who have been accustomed to pass on horseback from time whereof the memory of man is not to the contrary," was successful.

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Hundreds of others watch the games while they enjoy to the full the charming vistas, guarded by stately groups of oak and beech, the white road leading away to distant groves, past dales where the deer shelter, carrying the eye to the valley of the Liffey, and in the distance

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## PAGEANTS IN GREEN MOUNTAIN STATE

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Present Pageants True to  
History of Each Locality  
With Benefit to All

### HISTORIC EPISODES

**S**T. JOHNSBURY—Among the influences that have contributed so largely to the coming of the "new Vermont" the pageants that have been given all over the state the past two summers have played a most important part. Including the pageant given on Lake Champlain somewhat earlier, at least 50,000 people have witnessed these outdoor plays, and five towns have successfully presented them. All were true to the history of the locality and all but one were given as anniversaries of the founding of the town. Brattleboro's pageant was a presentation of community history with no regard to any special anniversary; St. Johnsbury celebrated its one hundred and twenty-fifth anniversary of the founding of the town, while Hartford, Thetford and Bennington gave their pageants on their one hundred and fiftieth birthday.

### Indian Pageant

In a class by itself was the Indian pageant given at various points on Lake Champlain during the tercentenary celebration in July, 1909. The play of "Hiawatha, the Mohawk," depicting the siege of Hochelaga (now Montreal) and the battle of Lake Champlain was presented on a floating stage by 136 Iroquois. Many were descendants of the braves who fought against Champlain 300 years before, while one, Scar Face, was a direct

descendant of Eunice Williams, captured at Deerfield in 1704.

The pageant was the "show" feature of a great historical celebration and was witnessed by thousands during the week, including President Taft, Ambassadors Bryce and Jusserand and many other distinguished visitors from this and other lands. It was presented entirely in pantomime, the audience following the acting by the libretto.

While differing from the pageants which followed in being given for historic rather than historical purposes, yet the story was woven around histori-

ter was given especial prominence before the pageant was produced, for the United States government sent a soil expert there to show the farmers how to get the most out of their land, while such Vermont experts as our state cattle commissioner and state forester gave practical demonstrations in their specialties.

The historical episodes in the pageant were given with much picturesque detail and old-time dignity and included the controversy over the church, which is still standing on the wind-swept hills, and the founding of Thetford Academy. In the interludes graceful dances were

During the week over 5000 people saw a pageant which was purely historical and with none of the more popular features that characterized the others given in the state. And best of all from the proceeds there has been established a permanent public recreation fund whose results will be far reaching.

The past summer Brattleboro combined the presentation of community history with the presentation of the first play ever written in America. "The Contrast" was the name of the play and it was written by a former citizen of that enterprising town. Governor Wentworth appeared in the pageant to preside over the drawing of land grants and the largest parcel was allotted to William Brattle. It was known as William Brattle's bore—hence the name of the town.

Brattleboro's large Swedish colony added a foreign touch to the pageant as 40 of them executed the Swedish wedding dance, but the crowning event of the affair was the singing of "Home, Sweet Home" by one of America's sweetest singers, Mary Howe Burton, a Brattleboro lady whose fame as a prima donna is nation wide.

The pageant of St. Johnsbury was the most elaborate of all with 800 in the cast and staged at an expense approximating \$7000. Though not a financial success it succeeded in a more lasting manner, for it has united all factions, races and creeds in the common cause of making the town bigger and better.

The setting of the pageant was considered by outsiders to be the finest of any yet given in the United States and all the scenes were presented on one of the greens of the golf course at the top of a hill that overlooked the village and was almost overshadowed by the old pine that has been the town's sentinel for at least four generations. St. Johnsbury lacked historical material, but the invention of the scale, the coming of the railroad, the founding of the first church and the enlistment of the third Vermont regiment furnished abundant material for first-class pageantry.

The 10,000 people who saw the pageant have still an inspiring memory of the grand finale when all the players in their picturesque costumes, led by St. John de Crevecoeur and followed by 30 mounted Knights of St. John with their gorgeous trappings, disappeared over the hill beyond the old pine like an army of crusaders of old, while a chorus of 100 voices, led by an orchestra of 50



Striking representation of art in Brattleboro pageant last summer

cal facts in the stirring days when the intrepid French explorers battled with the Indians for the conquest of a continent.

### First Pageant

Hartford had the honor of giving the first pageant in the state in the summer of 1911 and it set the pace for all that followed. The Connecticut valley is rich in historical material and this pageant reproduced most faithfully many events which contributed so forcefully to the development of that region. Among the historical episodes were the camp of French and Indian warriors with their captives from Deerfield, the wedding feast in Governor Wentworth's New Hampshire mansion where the Connecticut farmers came to ask for grants in the town of Hartford and vicinity, the Indian raid at Royalton, the passing through the town in a London coach of Eleazer Wheelock on his way to Hanover to found Dartmouth College. These episodes were enlivened with dances, the stately minuet and the contra dance at the husking bee eliciting deserved applause from large audiences.

At a union service on the following Sunday President Thomas of Middlebury made an inspiring plea for a better Vermont and during the week of the pageant President Davis of Chicago Theological Seminary, a former resident, helped dedicate a marker in an eloquent address.

### Applied to Rural Problem

The pageant of Thetford emphasized the development of the small town and its most helpful result was to unite divergent interests in six rival villages into one community that is today successfully solving the rural problem. The lat-

given by the nature spirits and river spirits, while the old folks made merry to the familiar jig, "Pop Goes the Weasel." From the receipts of the undertaking a co-operative society has been formed to market the jellies, canned fruits and fancy work of the good women of Thetford, thus offering another possible solution to the rural problem.

No town in Vermont is richer in history than Bennington and here the pageant writer had a most difficult task to decide what to leave out of his story. The pageant opened with the return of the first settlers from Governor Wentworth's mansion, where they had secured the grants of the town that they named in his honor. They rode past the audience in an old stage coach that had been in a Bennington family for over a century. The committee of safety that met



Pantomime group witnessing first railway train to St. Johnsbury in 1850, in connection with pageant held there

at Catamount tavern furnished excellent material for another episode, with Ethan Allen and Seth Warner as the leaders of the regiment that was formed as the result of that gathering.

Of course the battle of Bennington was the great feature of the pageant and it is worth noting that this was the first battle ever given in an American pageant.

pieces, rendered the hymn appropriated for the occasion, "Jerusalem, the Golden." Such, in brief, is a resume of the pageants that have been given in Vermont. All faithfully reproduced local history and all have left an influence that will extend far beyond the borders of the town that gave them and far beyond the borders of the state. All were produced by local talent at great sacrifice of time and strength, but all have brought rich rewards not only to the participants but to the thousands who were inspired in witnessing their presentation.

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If your dealer does not sell CAMPBELL STAIN send his name to us and we will tell you where to get it. We will also send you by mail, free, a beautiful metal broom holder, a very useful household article (as per illustration), and our booklet, "Happy Home Suggestions."

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SOLE MANUFACTURERS  
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## WEBER'S WEEKLY SHOE VALUES



WEBER SPECIAL in Gun Metal, Calf, Patent Leather and some with cloth tops,

\$2.75

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SHOES FOR MEN AND WOMEN are more reasonable here because of low rent and operating expense.

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### TEXAS LANDS

Two thousand acres Texas land for sale, 80 miles east of Houston; the best of soil; not a stick or stone on it. Close to town and two railroads; all well drained. The county is building shell roads through the land. Land selling for \$40 per acre in small lots. To clean up what is left, will sell in 80 to 100 acre lots for \$25 to \$30 per acre, 1/4 cash, balance terms at 6%.

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**WARD'S**



# Stock Market Opening

## CHANGES BOTH WAYS IN OPENING PRICES IN WALL STREET

Trading Was Dull Again  
in Both Markets and the  
Tone Was Inclined to Be  
Easy

### BOSTON IRREGULAR

Tomorrow's pending holiday, when all stock exchanges of the country will be closed, was reflected in a dull stock market in New York today. Irregular fractional changes marked the opening, and the first dealings gave promise of another stupid session. Brooklyn Rapid Transit, which showed strength Tuesday, was among the issues to open higher this morning. Smelters sold ex-dividend. The Boston market was irregular and dull also. Copper Range, United Fruit and Butte & Superior were rather heavy.

LONDON—After a confident feeling and a strong opening dealings upon the stock exchange here came to a pause partly on account of settlement restrictions. The bourses are preparing for the month-end settlements.

Gilt-edged investments advanced, and home rails spurred, but shaded the best. Sentiment was cheerful on American railway shares, and Canadian Pacific received support.

Foreigners displayed firmness, and the mine shares strengthened, but later developed hesitancy. De Beers were unchanged, and Rio Tinto were firm.

### DIVIDENDS

The Northern Pipe Line Company has declared a dividend of \$5 a share, payable Jan. 2 to holders of record Dec. 16.

Ontario Power Company has declared an initial dividend of 1 1/2 per cent on the common stock, payable Dec. 2 to stockholders of record Nov. 30.

Bordens Condensed Milk Company has declared the regular quarterly dividend, 1 1/2 per cent on its preferred stock, payable Dec. 14 to holders of record Dec. 5.

The directors of Tooke Brothers, Ltd., have declared regular quarterly dividend of 1 1/2 per cent on the preferred stock, payable Dec. 14 to holders of record Nov. 30.

The Haywood Bros. & Wakefield Company has declared the regular semi-annual dividend of 3 per cent on a share on the common stock, payable Dec. 2 to stockholders of record Nov. 26.

The Baton Rouge Electric Company a Stone & Webster property, has declared a semi-annual dividend of \$3 per share on the preferred stock, payable Dec. 2 to stock of record at the close of business Nov. 27.

The Montreal Cottons, Ltd., declared an initial quarterly dividend of 1 per cent on its common stock and also the usual quarterly dividend of 1 1/2 per cent on its preferred stock, both payable Dec. 15 to holders of record Dec. 5.

The La Belle Iron works has declared an initial quarterly dividend of one half per cent on its common stock, payable Jan. 31, and the regular quarterly dividend of 2 per cent on the preferred stock, payable Dec. 23.

The directors of the Boston Woven Hose & Rubber Company have declared a quarterly dividend of 3 per cent on the common stock, and the regular semi-annual dividend of 3 per cent on the preferred stock, both payable Dec. 16 to stock of record Dec. 5. This is an increase of 1/2 per cent on the common stock.

### VINCENT CLUB FAIR

The biennial fair of the Vincent Club was given yesterday in the Copley-Plaza hotel for the benefit of charity. A concert program was given by several members of the club.

### THE WEATHER

UNITED STATES WEATHER BUREAU  
PREDICTIONS FOR BOSTON AND VICINITY: Today fair; Thursday fair and somewhat colder; moderate westerly winds.

WASHINGTON—The U. S. weather bureau predicts weather today as follows for New England: Rain or snow today with moderate to brisk southwest and west winds; tomorrow fair.

### TEMPERATURE TODAY

8 a. m. Average temperature yesterday, 42.

### IN OTHER CITIES

(Maximum)  
New York.....42 Portland, Me.....40  
Buffalo.....38 Albany.....42  
Savannah.....46 Des Moines.....40  
Washington.....46 Pittsburgh.....42  
Philadelphia.....40 Chicago.....38  
Jacksonville.....40 Denver.....38  
Kansas City.....44 St. Louis.....44  
San Francisco.....68

### ALMANAC FOR TODAY

Rise, 6:50; set, 5:30; high water, 12:37 a. m.; low water, 12:58 p. m.; length of day, 9:24.

### NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales to 10:30 a. m.:

	Open	High	Low	Last
Amalgamated.....	84 1/2	84 1/2	84 1/2	84 1/2
Am Can.....	41	41	40 3/4	41
Am Cotton Oil.....	57 1/2	58	57 1/2	57 1/2
Am Loco.....	46 1/2	46 1/2	46 1/2	46 1/2
Am Smelting.....	78 1/2	78 1/2	78 1/2	78 1/2
Am Smelting pf.....	106 1/2	106 1/2	106 1/2	106 1/2
Am Woolen.....	21 1/2	21 1/2	21 1/2	21 1/2
Anacosta.....	43	43	42 1/2	43
Arbitron.....	107 1/2	107 1/2	107 1/2	107 1/2
At Coast Line.....	138	138	138	138
Balt & Ohio.....	106 1/2	106 1/2	106 1/2	106 1/2
B R T.....	92 1/2	92 1/2	92 1/2	92 1/2
Cal Petroleum.....	62 1/2	62 1/2	62 1/2	62 1/2
Cal Petroleum pf.....	90	91	90	91
Ca Pacific.....	265 1/2	265 1/2	265 1/2	265 1/2
Chi Gt West.....	18	18	18	18
Chi M & St P.....	114 1/2	114 1/2	114 1/2	114 1/2
Consolidated.....	46 1/2	47	46 1/2	47
Corn Prod.....	16 1/2	16 1/2	16 1/2	16 1/2
Erie 1st pf.....	51 1/2	51 1/2	51 1/2	51 1/2
Gen Electric.....	184	184	184	184
Goodrich Co pf.....	107	107	107	107
Goldfield.....	2	2	2	2
Gr Nor pf.....	137 1/2	137 1/2	137 1/2	137 1/2
Inter Met pf.....	65 1/2	65 1/2	65 1/2	65 1/2
Int Marine.....	5	5	5	5
Lough Valley.....	175	175	174 1/2	174 1/2
M & St L.....	26 1/2	26 1/2	26 1/2	26 1/2
Mo Pacific.....	43 1/2	43 1/2	43 1/2	43 1/2
Nevada Con.....	23 1/2	23 1/2	23 1/2	23 1/2
Nat Lead.....	60 1/2	60 1/2	60 1/2	60 1/2
N R of Mex 2d pf.....	27 1/2	27 1/2	27 1/2	27 1/2
Norfolk Southern.....	46	46	46	46
Northern Pacific.....	123 1/2	123 1/2	123 1/2	123 1/2
Ontario Silver.....	2 1/2	2 1/2	2 1/2	2 1/2
Ray Con.....	22	22	22	22
Reading.....	170 1/2	171 1/2	170 1/2	171 1/2
Republic Steel.....	28	28	28	28
Rock Island.....	25 1/2	25 1/2	25 1/2	25 1/2
Steel Card A Lpf.....	49	49	49	49
Southern Pacific.....	110 1/2	110 1/2	110 1/2	110 1/2
Southern Ry.....	29 1/2	29 1/2	29 1/2	29 1/2
Standard Milling.....	30	30	30	30
Standard Milling pf.....	63 1/2	63 1/2	63 1/2	63 1/2
Union Pacific.....	171 1/2	172 1/2	171 1/2	172 1/2
Union Pacific pf.....	90	90	90	90
Utah.....	63 1/2	63 1/2	63 1/2	63 1/2
U S Rubber.....	59 1/2	60	59 1/2	60
U S Steel.....	74 1/2	74 1/2	74 1/2	74 1/2
U S Steel pf.....	111 1/2	111 1/2	111 1/2	111 1/2
Woolworth.....	114 1/2	114 1/2	114 1/2	114 1/2

\*Ex-dividend.

### NEW YORK BONDS

Following are the transactions in bonds on the New York Stock Exchange, giving the high, low and last sales to 10:25 a. m. today.

	High	Low	Last
Atchafalpa 4s.....	104 1/2	104 1/2	104 1/2
Atchafalpa 4s 1960.....	104 1/2	104 1/2	104 1/2
Baltimore & Ohio 4s.....	97 1/2	97 1/2	97 1/2
Brooklyn 4s.....	92 1/2	92 1/2	92 1/2
C B & Q 4s.....	95 1/2	95 1/2	95 1/2
Dupont 4s.....	89 1/2	89 1/2	89 1/2
Gen Elec 4s.....	103 1/2	103 1/2	103 1/2
Gen Elec 4s 1915.....	103 1/2	103 1/2	103 1/2
Union Pacific 4s.....	99 1/2	99 1/2	99 1/2
Wab-P 4s.....	93	93	93
Westinghouse 4s.....	93	93	93

### GOVERNMENT BONDS

	Opening	Bid.	Asked
2s registered.....	101	101 1/2	101 1/2
4s coupon.....	101 1/2	101 1/2	101 1/2
4s coupon.....	101 1/2	101 1/2	101 1/2
4s registered.....	101 1/2	101 1/2	101 1/2
4s coupon.....	101 1/2	101 1/2	101 1/2
Panama 2s.....	101	101 1/2	101 1/2
Panama 1938.....	101	101 1/2	101 1/2

### THE LONDON MARKET—2 P. M.

	Advance
Anacosta.....	43 1/2
Amalgamated.....	84 1/2
Am Can.....	41
Am Cotton Oil.....	57 1/2
Am Loco.....	46 1/2
Am Smelting.....	78 1/2
Am Smelting pf.....	106 1/2
Am Woolen.....	21 1/2
Anacosta.....	43
Arbitron.....	107 1/2
At Coast Line.....	138
Balt & Ohio.....	106 1/2
B R T.....	92 1/2
Cal Petroleum.....	62 1/2
Cal Petroleum pf.....	90
Ca Pacific.....	265 1/2
Chi Gt West.....	18
Chi M & St P.....	114 1/2
Consolidated.....	46 1/2
Corn Prod.....	16 1/2
Erie 1st pf.....	51 1/2
Gen Electric.....	184
Goodrich Co pf.....	107
Goldfield.....	2
Gr Nor pf.....	137 1/2
Inter Met pf.....	65 1/2
Int Marine.....	5
Lough Valley.....	175
M & St L.....	26 1/2
Mo Pacific.....	43 1/2
Nevada Con.....	23 1/2
Nat Lead.....	60 1/2
N R of Mex 2d pf.....	27 1/2
Norfolk Southern.....	46
Northern Pacific.....	123 1/2
Ontario Silver.....	2 1/2
Ray Con.....	22
Reading.....	170 1/2
Republic Steel.....	28
Rock Island.....	25 1/2
Steel Card A Lpf.....	49
Southern Pacific.....	110 1/2
Southern Ry.....	29 1/2
Standard Milling.....	30
Standard Milling pf.....	63 1/2
Union Pacific.....	171 1/2
Union Pacific pf.....	90
Utah.....	63 1/2
U S Rubber.....	59 1/2
U S Steel.....	74 1/2
U S Steel pf.....	111 1/2
Woolworth.....	114 1/2

### GOLD IMPORTS

NEW YORK—The Guaranty Trust Company has engaged \$500,000 additional gold in London for import here. This gold will come on the White Star liner Cedric.

No orders have yet been issued at the treasury department at Washington to increase government deposits in national banks and such a course is considered unlikely.

### NAMED STEEL DIRECTOR

NEW YORK—Robert A. Bacon, former ambassador to France, was, on Tuesday, elected a director of the United States Steel Corporation to succeed the late Clement A. Griscom.

### BOSTON STOCKS

BOSTON—The following are the transactions of the Boston Stock Exchange, giving the opening, high, low and last sales to 10:25 a. m. today:

	Open	High	Low	Last
Amalgamated.....	84 1/2	84 1/2	84 1/2	84 1/2
Am Ag Chem pf.....	107	107	107	107
Am Pneu 1st pf.....	50	50	50	50
Am Sugar.....	120 1/2	120 1/2	120 1/2	120 1/2
Am Sugar pf.....	120 1/2	120 1/2	120 1/2	120 1/2
American Tol.....	142 1/2	142 1/2	142 1/2	142 1/2
Am Woolen pf.....	80 1/2	80 1/2	80 1/2	80 1/2
Boston Elevated.....	121	121	121	121
Butte & Sup.....	45 1/2	45 1/2	45 1/2	45 1/2
Cabnet & Hoels.....	570	570	570	570
Copper Range.....	55 1/2	55 1/2	55 1/2	55 1/2
Fast Butte.....	14 1/2	14 1/2	14 1/2	14 1/2
General Elec.....	184 1/2	184 1/2	184 1/2	184 1/2
Granby.....	72 1/2	72 1/2	72 1/2	72 1/2
Greene-Cannana.....	9 1/2	9 1/2	9 1/2	9 1/2
Hancock.....	26	26	26	26
Isle Creek Coal.....	57	57	57	57
Lake Copper.....	30	30	29 1/2	30
Mass El pf.....	19 1/2	19 1/2	19 1/2	19 1/2
Mass Gas pf.....	94 1/2	94 1/2	94 1/2	94 1/2
Mayflower.....	17 1/2	17 1/2	17 1/2	17 1/2
Nevada Cons.....	23	23	23	23
North Butte.....	35 1/2	35 1/2	35 1/2	35 1/2
Old Colony Mining.....	10 1/2	10 1/2	10 1/2	10 1/2
Ray Cons.....	22	22	22	22
United Fruit.....	179	179	179	179
Uni Shoe Mfg.....	50 1/2	50 1/2	50 1/2	50 1/2
U S Smelting.....	45	45	45	45
U S Steel.....	74 1/2	74 1/2	74 1/2	74 1/2
Wolverine.....	73	73	73	73

### BONDS

	High	Low	Last
N E Cotton Yarn 5s.....	95 1/2	95 1/2	95 1/2

### PRODUCE MARKETS

Current Boston wholesale market quotations follow:

Flour—Spring patents \$4.00@5, winter patents \$3.10@5.25, winter straight \$5@5.15, Kansas, in sacks, \$4.20@4.40, winter clear, new \$4.00@4.30, spring clear, in sacks, \$4.40@4.50, in wood \$4.25@4.40.

Millfeed—Spring bran \$22.75@23.25, winter bran \$23.25@23.75, red dog \$20.75, middlings \$22.75@27.50, cottonseed meal, \$29.50@30.25, mixed feed \$24@28.

Corn—Spot, No. 2 yellow 70c, No. 3 yellow 68c, steamers yellow 69 1/2, ship old No. 2 yellow 69@69 1/2, No. 3 yellow 68 1/2@69c, new yellow, Nov. ships 59@60c, Dec. ships 57@58c.

Oats—No. 1 clipped white 40@40 1/2, No. 2 clipped white 39c, No. 3 clipped white 38 1/2c, ship fancy 40 lbs 40@41c, reg 38 lbs 39@39 1/2, reg 36 lbs 38 1/2@39c.

Hay—Choice \$24.50, No. 1 \$23@23.50, No. 2 \$21@22, No. 3 \$18@18.50.

Straw—Oat \$11.50@12.50, rye \$18@19.

Eggs—Fancy, nearly henneries, 50c; 52c; eastern, extra, 45@48c; western, best, 34@36c.

Butter—Northern creamery, 34@35c; western, best, 33 1/2@34c.

Beans—Pea, choice, per bu, \$2.90@3; medium, choice hand picked, \$2.90@3; California, small white, \$3.30@3.55; yellow eyes, best, \$2.80@2.85; red kidneys, \$3@3.05.

Cornmeal—Bag meal, \$1.32@1.35, granulated, \$3.40@3.45, bolted, \$3.35@3.40.

Lard—Pure, in tiers, 12c; rendered, 14 1/2c; loose raw leaf, 15 1/2c.

Potatoes—Maine, 2-bu bag, \$1.40@1.45; sweet potatoes, eastern shore, per bbl, \$2.65@3; Jersey, per bskt, \$1.15@1.20.

Onions—Native, per bu box, 65@75; Conn. valley, per 100-lb bag, 75@90c; Spanish, per case, \$2.25@2.50.

Apples—Per bbl, \$1.50@4.

Fruit—Cranberries, Cape Cod, per bbl, \$6@7 (late varieties); per crate, \$2@2.25; grapes, per bskt, 8@10c; large bskt, 12@37c.

Sugar—American Sugar Refining Company's net quotations: Crystal dominos 7.55c; eagle tablets, 6.45c; cubes, 5.40c; cutloaf, 5.95c; crushed, 5.05c; XXXX powdered, 5.20c; granulated fine, bbls and 100-lb bags, 5.05c; granulated, 25-lb bags and under, 5.10@5.35c; diamond A, 5.05c; Ontario A, 4.85c; Empire A, 4.85c; extra Cs, 4.60@4.80; yellow Cs, 4.30@4.55c.

Sugar—Wholesale grocery prices: Granulated, fine, bbls and 100-lb bags, 5.20c; granulated, 25-lb bags and under, 5.30@5.50c.

### FRANKLIN SPECIAL MEETING

Stockholders of the Franklin Mining Company have received notices of a special meeting to be held Dec. 18 to take action regarding litigation to be instituted against the former directors arising out of the Stephen R. Dow trouble.

To avoid all possible criticism, the directors have decided to have proxies for the meeting run to others rather than to themselves. With this end in view, the proxies accompany the notice run to Herbert M. Leland of A. Leland & Co., and Harry M. Stonemetz of J. W. Bowen & Co. Both of these gentlemen were members of the stock exchange members' committee on the Dow companies, Mr. Leland acting as chairman.

### BERMUDA SERVICE ANNOUNCED

Direct steamship service between Boston and St. George, Bermuda, is assured in a statement by Edgar L. Meyer, acting American consul at St. George, reporting on a conference between R. H. James, mayor of St. George, and Calvin Austin, president of the Eastern Steamship Corporation. It is expected that the steamship Prince Arthur will come here about Feb. 1 to make her first sailing for St. George.



## National Shawmut Bank

40 Water Street



# THE VALUE OF MOHJUS A True Tale

Written by EDWARD J. WESSELS, New York

## CHAPTER I

It will simplify matters to state that this tale relates to rugs. But *who* is not interested in them?

There are all kinds of rugs. Some, of true lineage, may never be seen beyond the confines of the Eastern lands which gave them birth. Others, held in homes where they were prized for decades, or centuries, will fall into the hands of alien merchants or bankers, if—as sometimes does happen—misfortune should overtake their owners.

A few almost priceless antiques reached America, but are only seen by very few persons who have access to private collections.

These Oriental creations seem to unfold visions of wild, swarthy Arabs. Camels are kneeling in the square. There shines the Bosphorus—or perhaps the minaret-crowned Taj Mahal the magnificent. We almost hear the Muezzin's shrill voice as, standing on a minaret balcony, he calls the faithful to prayers.

Then there are rugs which the Arab, Persian, Indian, Turk, or some other Oriental will part from if the inducement be great enough. Occasionally rare examples came to the Constantinople bazaar. Years later you found them offered in New York at from \$2,500 to \$30,000 each. Did you see the crowds they drew?

What a matchless combination these antiques are of color, desirable size, caste, sheen, and weight of pile! Some are as beautiful as the rose windows in old English cathedral or minster, which travelers journey over sea to view.

Such rugs were dyed with natural "non-fugitive" colors which improve with age, impart mellowness and suggest Sunrise Land. In their original homes, profane feet never trod them. Sandals were removed and only *unshod* feet felt their pile.

What poetic fancies were woven into them! Some recorded a great epoch in national or family life. Into others were woven dreams, hopes, passions, fulfillment. Colors were the Orient's pride. Their secrets were jealously guarded. Some of these rugs bloomed in the mountaineers' homes. Others beautified pilgrims' tents on the plains. The patient fingers which wove and tied their warps—sometimes a thousand knots in a square inch—crumbled into dust in the lazy long-ago.

But as an Egyptologist reads the hieroglyphics on sarcophagus or temple frieze, so does the modern connoisseur trace in rugs of true lineage, the spirit of the weavers.

Broadly writing, any rug over fifty years old is classed as an antique. Even in commercial America, antiques of silken sheen and fine texture are considered far too valuable for floor coverings. They are hung on the best walls of private galleries and excite deeper interest than Gobelin's tapestry. A few are exhibited in some richly endowed art museums.

When the Oriental owner parted with his rugs, whether mountaineer or plainsman, he wept for grief. Had not the rug been started by his ancestors? Had not each generation added its handicraft thereto? Altho woven by many hands, was not his beautiful rug homogeneous? Aye! for only trained sight, sensitive fingers, and a magnifying glass enable an expert to judge where the grandfather's skill ceased and the father resumed the work, which later generations continued. Only primitive hand-looms were used in the long-ago. Rugs were not turned out by the dozen. Is it a wonder that only a few veritable antique treasures are left? American store-buyers return from the Orient, having failed to procure rare rugs which they went over to "capture."

## CHAPTER II

But this is a tale of domestic rugs, written because very few civilians—of our 92,000,000 population—will ever own these costly foreign weaves. Pedigree rugs are as far beyond their reach as is Mars. What can the remaining 91,997,500 do, to gratify their innate love of beautiful things and have it expressed in quality?

One of three courses is open: (1) If they have no hardwood floors, rugs may be dispensed with and linoleum or oilcloth used. Carpet is as costly as rugs.

(2) Or, they may buy "cheap" (?) antiques.

(3) Or, they can buy domestic rugs. The question is, *which is the better rug for their means?*

Consider first the so-called "cheap" antiques. True, they came from Europe. But the warp no more resembles the orthodox rug than a draft horse resembles a Paris automobile.

Examine how the knots are tied. How many are there to a square inch—or how few? You will have foregleams of why one rug is valued at \$65.00, while its neighbor has a \$5.00 price-tag affixed.

The kind of dyes used is an important factor in rug life. Do you know that Turkey red dyeing, once a great industry here and in England, is extinct? Have you noticed the disappearance of indigo, madder, and coloring matter formerly extracted from woods and plants? Synthetic aniline colors drove natural colors out. Yet many seductive aniline colors are not "sun fast."

Pray do not misunderstand. We do not assert that all antiques are of questionable origin. There are saving exceptions. You will find them carried by reliable dealers. We do not offer our Rugs as substitutes for worthy antiques of the better sort, except to those people who prefer to buy domestics, at less money, rather than pay premiums.

To W. E. ROSENTHAL & COMPANY  
Send me ON APPROVAL  
thru my favorite store,  
which is owned by

.....  
..... Plain Mohjus, size.....x.....inches;  
..... Striped Border Mohjus,.....x.....inches;  
..... Figured Border Mohjus,.....x.....inches;  
..... All-over Printed Mohjus,.....x.....inches;  
My first choice of color is.....  
My second choice of color is.....  
My name is M.....  
Residence..... Street,  
City..... State.....

Please fill out the above coupon in ink, cut off and MAIL TODAY to W. E. ROSENTHAL & COMPANY, 251 Fourth Ave., New York. "On Approval" means that coupon users will have the right to place the rugs in their homes, in any desired room, to see how they will harmonize with the furniture and color scheme. Three days—week at the longest—gives ample time for decision. "On Approval" DOES NOT carry the privilege of using the rugs for days, as mats and we believe that no one would feel it fair to use them thus, until the rugs had been accepted.



VIEW OF THE SHELTON MILLS, WHERE MOHJU RUGS ARE MADE

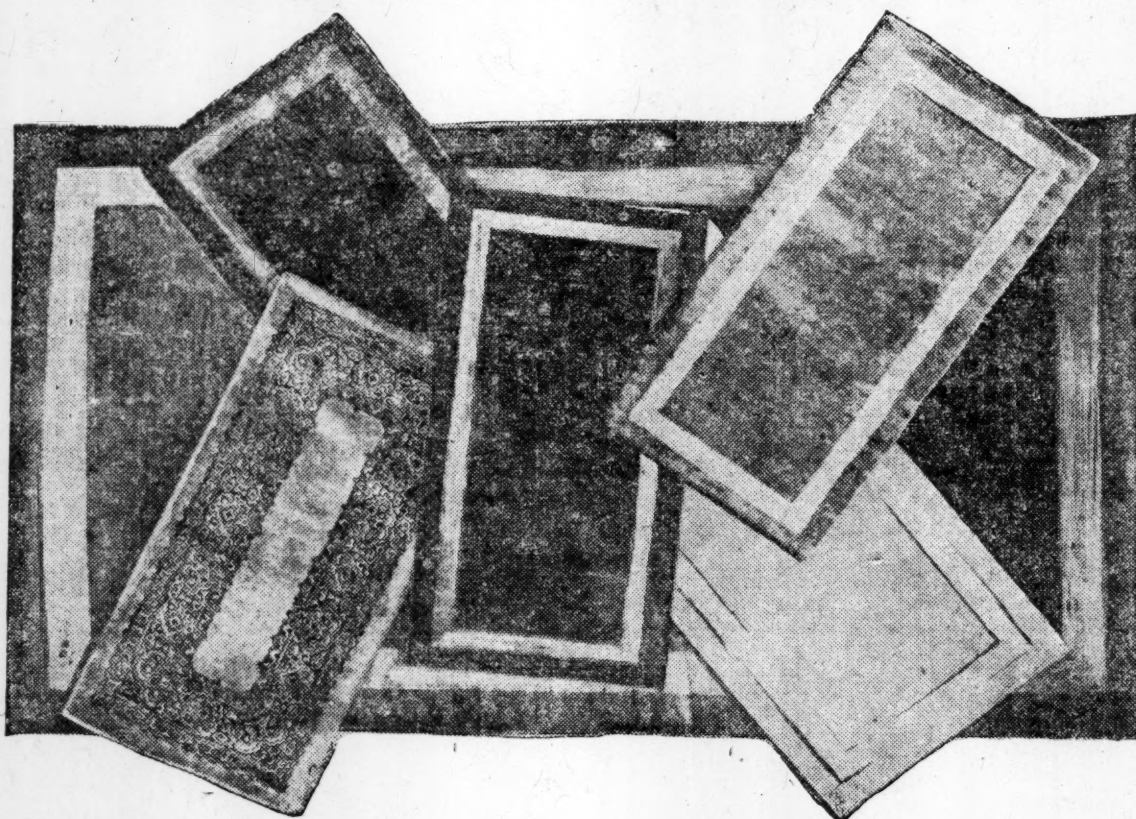
on foreign importations. To all such Mohjus appeal, even tho they are "Domestics."

Veritable ancient rugs were dyed before aniline colors were made. The first coal tar substitute was announced in 1856 by William Henry Perkins, later knighted for discovering how to make violet color from "gas house refuse"—as coal tar was then called.

In recent years a Constantinople rug merchant evolved a chemical process for treating and dyeing rugs, for which he had given orders. As a result of his "ageing process" there was a deluge of near-antiques. He made a fortune, lives in luxury in Alexandria, and amuses friends by telling how he "made antiques only three months old." Rugs thus treated did not wear well and in time had to be thrown aside. The process rots the fibres. But it is used abroad today.

Do you want a rug made that way? If so, there are those "Genuine Antiques! Arrived too late for the Fall season. Value \$100. Selling for two days only at \$14.98." Does this sound familiar? If not, read some newspaper announcements.

It is nothing against Oriental rugs that, beautiful and valuable as they undoubtedly are, they are not adapted to all rooms. The rugs must harmonize with the interior appointments and surroundings. That is why highly colored and odd designs are unsuitable for rooms whose color schemes are modest. For that reason many domestic rugs are in use. Like the chameleon, they seem to be a



part of an harmonious whole. A gentleman does not wear a silk hat when attired in a Norfolk jacket and knee breeches.

Thrifty people will want to know all about Mohju Rugs, free of anything injurious "from start to finish." Their misfortune is that they were not born abroad. Sometimes that is a good fault.

## CHAPTER III

Among the Connecticut hills, where a cleaner type of workman than inhabits the Orient is the rule, lies Shelton on the Housatonic. With pardonable pride Sheltonians point to the large mills on the river known as The Shelton Looms. They are owned by Sidney Blumenthal & Company, Inc., of New York, and produce all sorts of pile fabrics and specialties for wear. An efficiency system stimulates operatives to turn out only the best of everything. In these modern mills Mohjus are made. The plant is scientifically lighted. The latest machinery is installed. Temperature controllers regulate humidity, and make possible scientific handling of those materials—raw and in process—from which Mohju Rugs and other products of The Shelton Looms are made.

What essentials should you insist upon in a rug? Are they not these?

Attractiveness,	Fast Colors,	Warmth,
Correct Size,	Harmony,	Longevity, and a
Elegance of Bloom	Softness,	Just Price.

All these and more are found in Mohjus, whose faces are a fine mohair. You may travel far in quest of "something better" than mohair, but will not find it.

Mohair panne has been used for many decades in Europe, with the best results. Foreigners are using it more than ever. It satisfies completely and wears well. America is using large quantities! "Nothing lasts like leather" needs recasting. Lay a leather mat and a Mohju Rug on the floor, where both will have hard use. When the leather shows holes, none will be found in the Mohju—even tho it caressed hundreds of thousands of shoe-soles meantime. Chairs done in mohair outlast those with leather seats. Test this.

Sometimes the sizes of veritable antiques are disappointing, because too large for apartments and small houses. Not so with Mohju Rugs. These are the regular stock sizes:

24 in. x 48 in.	36 in. x 72 in.
27 in. x 54 in.	and
30 in. x 60 in.	5 ft. x 9 ft.

By joining two or more widths (5 ft. each) you can fit your largest room perfectly. For churches and reading rooms, extra long lengths will be supplied. This newspaper unfortunately does not show our cuts as they should appear. We regret

this, because even good cuts are poor substitutes to set forth the merits of our Mohju Rugs. By availing of the privilege mentioned in Chapter IV, seventh paragraph, you can inspect these creations at your leisure, in your home.

Mohjus may be had in plain colors; or in striped borders; or in fancy borders, or in all-over prints. These colors represent the colorists' highest skill and are free from anything that could injure the finest fabrics. You will never need to send Mohjus to the dyer, to "make them look like new." Merely touching them up with lukewarm soap suds will restore the bloom of youth, after they have grown old in your service. Mohju Rugs will not need re-dyeing.

Special wear-resisting material is used for their backs, to make them retain their shape and endure like iron. They do!

Last month a rug importing house advertised its Orientals and said, "Carpets woven in America have a certain richness and serve as floor coverings to the satisfaction of many people." This fact applies to Mohju Rugs fully as much as to better grade carpets.

Collectors consider "holes" in antique rugs evidences of authenticity, and badges of honor. We prize Orientals and are considered connoisseurs, probably because we have collected rare examples for our home during the last thirty years. We know that our antique aristocrats need cleaning twice a year; also that we have to get an Armenian expert to repair the holes which appear from time to time. This is annoying and more or less expensive. Mohjus do not suffer from that complaint. They are not "holey." In our bathroom they proved warmer and softer than their many times more expensive foreign neighbors. Women in our home insist that Mohjus are "more cheerful" than the Persians. They tried both there and retained the Mohjus for the bathrooms.

## CHAPTER IV

Very likely you need several Mohjus in your home. It may be "unbusinesslike" for us to buy this page, to impress their great utility and intrinsic worth upon you—then confess—as we now do—that probably your favorite store does not carry Mohjus in stock.

That is neither our fault, nor does it reflect upon Mohju Rugs. Let us tell the reasons why. We need not be ashamed of them:

For months, in full pages of the principal trade papers, we told all the Trade, department, carpet, and decorators' stores about our splendid floor-coverings. We are using full pages in those publications continuously. Some of the Trade ordered, and later sent repeat orders. They found that it paid them to handle Mohjus and that their customers were satisfied. But comparatively few laid in a stock. Many in the trade were, and remain indifferent. They have lost and will daily lose opportunities for profit; and that is their problem. But if they had regular calls for these new creations, they would quickly be alert.

Among several reasons, we bought this space to prove The Monitor's value in introducing Mohju Rugs where they should be—in thousands of homes where sterling worth and just prices are appreciated.

The Monitor knows our financial strength and fifty-eight years' reputation for fair dealing, which has never been impeached.

Christmas is near. Giving will be the privilege of the season. All will want to experience "the generous pleasure of a kindly deed." Mohju Rugs make highly appropriate presents for relatives and friends. They will be delivered flat, in special cellular cases, adorned with a pleasing design in holly effect. You may have various shades of greens, tans, browns, reds, blues and grays.

We can not fill your order, for we are manufacturers. But you can get Mohjus, thru your favorite store, IF you will fill out, cut off and NOW MAIL the coupon in the lower left corner, to our Selling Agents, W. E. Rosenthal & Company, 251 Fourth Avenue, New York.

We have not mentioned prices—only because we are not retailers. We assure you that they are moderate—that you will get a full dollar's value for every dollar you spend. You will not be under any obligation to buy, if rugs and prices do not fully suit you, when you see them. Your favorite store will send you a memorandum of prices, when it delivers the case to you.

Have we made everything entirely clear? If not, will you show this page to your favorite store? There, any other information wanted will be given. We cooperate with the Trade in every way.

(The Trade is supplied thru dealers. For Canadian dealers we have a special proposition. Particulars sent on request. Write for Price-List to W. E. Rosenthal & Company, 251 Fourth Avenue, New York, our Selling Agents.)

*The Shelton Looms*

Sidney Blumenthal & Company, Inc., Founded in 1854

*Sidney Blumenthal* TREASURER

395, 397, 399 and 401 Fourth Ave., New York

As you are not sure that your favorite dealer has Mohjus on hand, it will be safer and better to send the coupon.

The coupon is only to enable our Selling Agents to send your favorite store, on approval, the size, style and color of the rug or rugs which you mention therein. Mail it today.

Your rugs will be delivered by your favorite store on the day wanted. You will not be obligated to buy them unless you want them!

Can anything be fairer to you? Should we dare to make this tempting offer, if we did not know our Mohju Rugs? Your inspection will demonstrate the absolute accuracy of our assertions. Patronize home industry. Mohju Rugs cannot be had elsewhere. Our guaranty covers every thread.

**MOHJU Rugs**



# THE CHRISTIAN SCIENCE MONITOR

Section Two

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER, 27, 1912

## New York Barge Canal One of World's Great Engineering Works

Construction Work, Begun in 1905, Extending Over 440 Miles, Has Demanded Tremendous Engineering Skill

### WATERWAY HISTORY

Nearly All of Work Now Under Contract—One Half Construction Done—110,000,000 Yards Excavation

What is known as the barge canal, on which the state of New York is spending nearly \$128,000,000, and which is expected to be open to traffic in the summer of 1915, consists of the principal canals of the state, comprising the Erie, Champlain, Oswego and Cayuga and Seneca divisions, enlarged, improved and in some places relocated. It is called a barge canal to distinguish it from the proposed ship canal from the ocean to the lakes.

By CARLTON GREENE  
Division engineer of the barge canal,  
New York city

To understand the canal system of the state it is necessary to take a brief glance at the history of water transportation within its limits.

From the earliest times the water-

provements in the way of dams, locks and short canals in the worst portions and continued in operation until the building of the Erie which was begun in 1817 and completed in 1825.

It was 28 feet wide on the bottom 40 feet wide at the water surface and 4 feet deep. The boats carried 40 tons. It was enlarged between the years 1836 and 1862 to 52½ feet on the bottom, 70 feet on the surface and 7 feet in depth. The size of the locks was increased to accommodate boats of 240 tons which is the maximum capacity at the present time.

In 1896 an attempt was made to deepen the canal to 9 feet. Nine million dollars were appropriated for the purpose but it was afterward found that the estimate of the cost was erroneous and the plan was superseded by the present one.

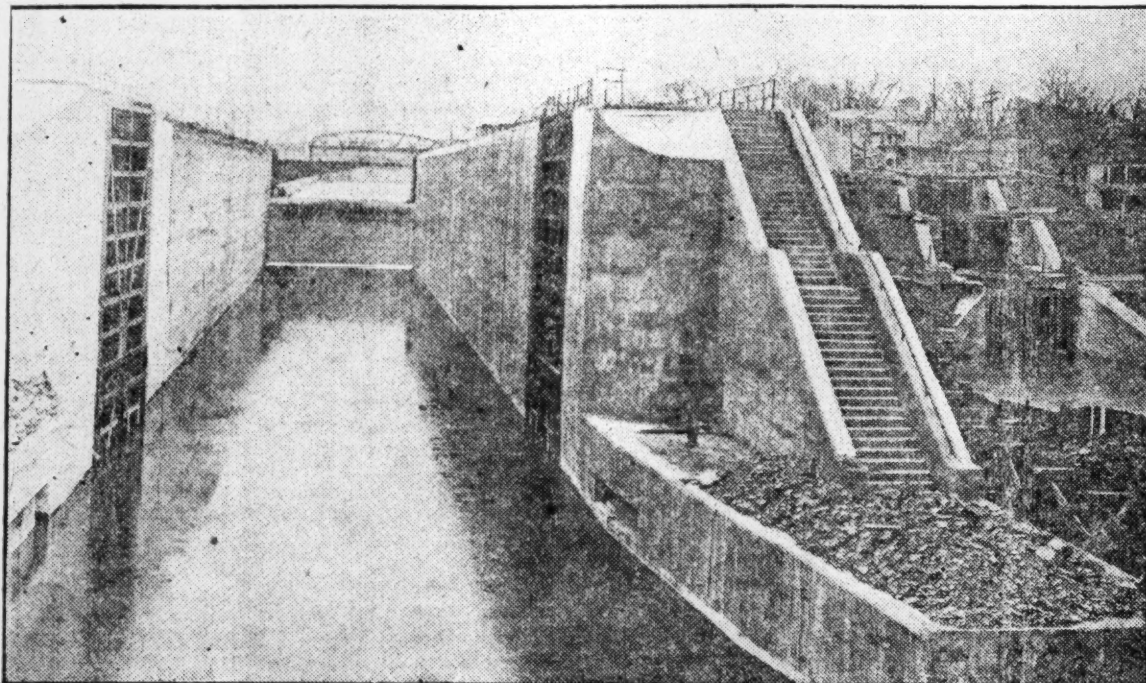
The Champlain canal was begun at the same time as the Erie and was of the same size. It followed the old canoe route up the Hudson to Ft. Edward and then across a divide to a stream emptying into lake Champlain where Whitehall now stands. It was enlarged and the locks are the same size as those of the Erie but the channel is only 6 feet deep.

The Oswego canal was built just after the Erie and is parallel to that river and partly in it, the water being maintained at a constant level by large masonry dams. It is of the same dimensions as the Erie.

The Cayuga and Seneca canal was also built just after the Erie and is of the same size.

The Chemung, Chenango, Genesee river, Black river, Crooked lake, Oneida

### LOCK NO. 2 LOCATED AT WATERFORD, THE EASTERN TERMINUS OF THE ERIE CANAL



A flight of three locks of present canal dimensions is seen at right—This is first of series of five high lift locks, located within about a mile and a half—Combined lifts of the five locks total one hundred and sixty nine feet

before, and it had been ascertained that the original estimates were insufficient to complete the work. Export commerce which formerly came through the state of New York was being diverted to other ports owing to the decrease of the competition from cheap transportation by water.

### The Barge Canal

A committee of experts consisting of eminent engineers, and business men was appointed by the Governor to formulate a definite canal policy. After long and able study the committee reported that the canals should not be abandoned as had been proposed, but should be maintained and enlarged, that the enlargement then in progress was not sufficient to produce adequate results, that the proposed canal should be large enough to accommodate canal boats or barges 150 feet long, 25 feet in width and 10 feet draft; that a ship canal from the Great Lakes to New York city would, on account of its great cost the lack of economy of operating ocean-going ships on the lakes and in canals, not pay as well as a canal for barges of about 1000 tons capacity and that a ship canal was a proper subject for consideration by the federal government but not for the state of New York.

The recommendation of the committee was adopted and enlarged upon and the state is now increasing the size of the Erie, Champlain, Oswego and Cayuga and Seneca canals to a minimum width of 75 feet on the bottom, 123 feet on the water surface and 12 feet in depth.

In the canalized rivers and lakes the width is to be 200 feet. Over 72 per cent of the system is in channels of this size or larger. The locks are to be 310 feet long, 45 feet wide and the depth over the sills is to be 11 feet. They will accommodate boats of 3000 tons capacity, but it will probably be more economical for various reasons to use boats carrying from 800 to 2000 tons.

### Routes

The routes vary in many places from the old channels. The Erie canal starts from Tonawanda instead of Buffalo, as the federal government is improving the channel between the two places. From Tonawanda the new canal is simply an enlargement of the old Erie as far as Newark, N. Y.

At Rochester the Barge canal leaves the line of the Erie and passes south of the city, this location being cheaper than the old line on account of the cost of acquiring the additional land in the heart of the city for the enlarged canal. The warehouses and manufacturing center are reached by a short spur extending from the new line to the center of the city.

From Newark to Rome the Clyde, Seneca and Oneida rivers, Oneida lake and Wood creek are utilized instead of the old canal. This location was selected simple because it was cheaper. Syracuse is reached by a spur as at Rochester.

From Rome the new canal is parallel with the old, but in the channel of the Mohawk river to the Great Falls at

Cohoes. Dams and locks are provided at intervals to overcome the fall in the bed of the river, and to provide quiet "pools" where there were formerly rapids and shallows.

From above the falls at Cohoes to the Hudson river an entirely new location has been selected. It runs due east to the village of Waterford seven miles above Troy on a short cut north of the falls with only five locks and replaces the old channel with its 16 locks through Cohoes on the south side of the Mohawk.

The surface of Lake Erie is 573 feet above the level of the sea. From Lake Erie the canal descends to the Oswego river, where it is at an elevation of 363 feet, then it rises to 420 feet on the summit level at Rome and then descends to the Hudson.

The Champlain canal is in the bed of the Hudson river from Waterford to Fort Edward parallel with the original line, and then across the country on nearly the old line to Whitehall on Lake Champlain,

new canal had followed the old line this method undoubtedly would have been adopted.

The invention of the steamboat had, however, rendered the tow path unnecessary and the economy of locating the enlarged canal for a great part of the length in the river and lakes made the abandonment of the tow path advisable, and on the new canal the motive power will be in the boats.

Tug boats carrying no cargo, self-propelled cargo boats towing from one to five consort without power, fast freight boats acting independently will all probably be used. Whether the motors will be driven by steam, producer gas, petroleum distillate, gasoline or electricity cannot be foretold at the present time, but must be worked out by long and careful experimenting.

### Movable Dams

One of the unusual features of the new canal are movable dams. On account of the violent floods of the Mohawk it was

the passage of the flood waters which come down the river in enormous quantities in the spring.

### Bridges and Terminals

One of the large items of the cost of the new canals is the bridges. In cities they will be of the lifting type which obviate the usual steep approaches. In the open country fixed bridges with a minimum clearance of 15½ feet will be built.

There has been much discussion in regard to building all the bridges of the movable type in order to permit the passage of masted vessels and gunboats. The great cost of such structures has led to the plan stated above.

One of the features essential to success of any form of modern transportation is that of terminals for the reception, distribution, storage, loading and unloading of freight. These were not provided for in the original plans, but it has recently been realized that a canal without terminals would be of as little use as a railroad without freight or passenger stations.

The people of the state at the last election voted \$19,800,000 for docks, freight sheds and warehouses equipped with electric cranes for handling goods at Buffalo, New York and important cities and towns along the various routes.

The lack of such terminals was one of the causes for the failure of the canals in their competition with the railroads, and their provision makes complete the possibilities of the canal transportation

Tugboats Carrying No Cargo, Self-Propelled Cargo Boats Towing Consorts Without Power May Be Used

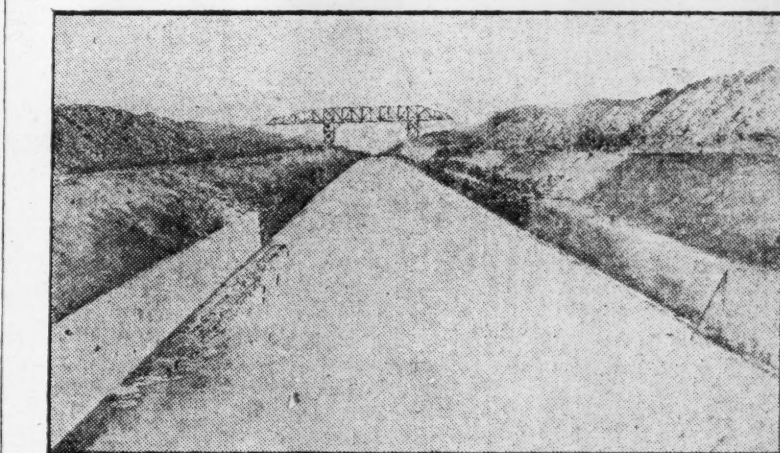
### INSIDE ALLOTMENT

Ninety Per Cent of Population of New York Resides on the Line of the Barge Canal

and supply the losses in the canal in dry seasons, villages and cemeteries moved, great dams built, hundreds of highway and railroad bridges erected and huge embankments constructed.

### Panama Comparisons

Comparisons of the Barge canal with the Panama canal are interesting. The length of the Panama canal is 50 miles, the construction work on the Barge canal extends over 440 miles, exclusive of lakes and rivers in which there is no work. The estimated cost of the former is \$375,000,000, and includes 17,500,000 yards of excavation and 5,000,000 yards of concrete. The Barge canal and terminals are to cost \$128,000,000 and include for the canals alone 110,000,000 yards of excavation and 3,000,000 yards of concrete. At Panama the concrete is chiefly in



Section of channel near Rochester, with vertical walls in foreground and rock excavation, channeled below water line, in the distance

resuming its proper place in the commerce of the Empire state.

Work on the barge canal started in 1905, and has been progressing at a steadily increasing rate. In 1911 60 per cent more work was done than in any previous year. At present 95 per cent of the work has been put under contract, and about one half of the construction work has been performed. It is expected that the entire canal may be open for traffic in the summer of 1915, and many sections will be in use long before that time.

All the work is done by contracts which are let to the lowest bidder. The contracts are let and the parts of the canal in use are operated by the superintendent of public works, but the plans are made and the construction work supervised by the state engineer. Unlike many similar enterprises the indications are that the work will be completed well within the appropriations.

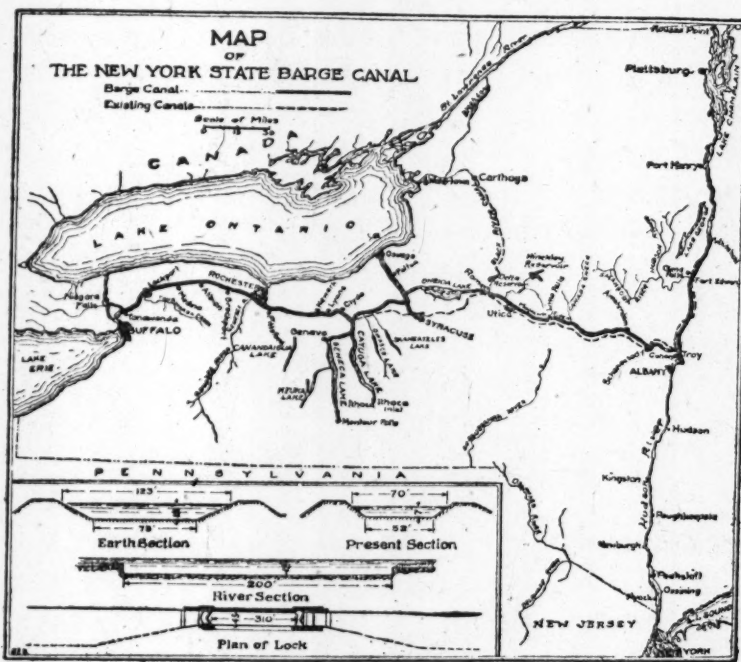
Some idea of the diversity and magnitude of the work may be obtained when it is stated that, besides the construction of the locks and the excavation of the channel, miles of railroads must be built, great reservoirs constructed for the storage of water to operate the locks

six pairs of locks, while in the Barge canal there will be 57 standard locks and several smaller one.

The magnitude of the work, the area over which it is spread, the diversity of the conditions, the many and varied structures, the floods in the rivers and the necessity of maintaining navigation during construction in those parts of the canal where the new and old lines are identical make the Barge canal one of the great engineering works of the world.

Following are some items of interest in regard to the great work:

	Miles
Length of Erie canal, Hudson river to Buffalo.....	250
Length of Champlain canal.....	81
Length of Oswego canal.....	22
Length of Cayuga and Seneca canal.....	27
Distance in Hudson river, New York to Waterford.....	150
Distance in Cayuga and Seneca lakes.....	35
Distance in Lake Champlain.....	115
Total length of canals and adjoining rivers and lakes, including spurs to Rochester and Syracuse.....	730
Length of construction.....	440
Amount of excavation (cubic yds.).....	110,000,000
Amount of concrete masonry (cubic yards).....	25,150,000
Number of locks.....	57
Number of dams.....	34
Number of bridges.....	190
Estimated cost, including terminals.....	\$127,500,000



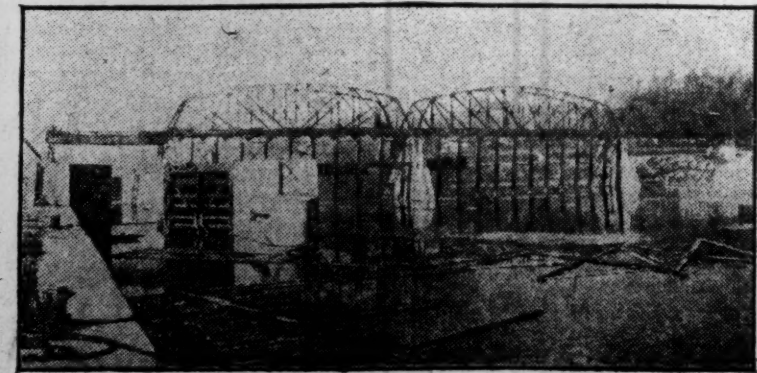
Eastern portion of the dam at the foot of Mohawk river navigation, partially completed

ways of the territory, which afterward became the state of New York, formed one of the principal traffic routes between the Atlantic seaboard and the great West. The only other routes were by way of St. Lawrence river and the much inferior route through Ft. Duquesne, now Pittsburgh.

### Dutch Traders

Long before the Erie canal was built the Dutch traders carried their goods up the Hudson in sloops, then in ox carts to Schenectady, the eastern end of the navigable portion of the Mohawk above the Great falls at Cohoes and the rapids at Rexford flats, then in batteaux and later in keel boats up the Mohawk to Ft. Stanwix, now Rome, then over the portage into Wood creek, down into Oneida lake, Oneida river and the Oswego river to Lake Oswego, along the shore to the Niagara river, up it to Lewiston, up the precipice, known as the Niagara escarpment, on sledges hauled up an inclined plane by a windlass, around the falls in ox carts and then again in the boats through Lake Erie and beyond.

Private companies, in 1792 began im-

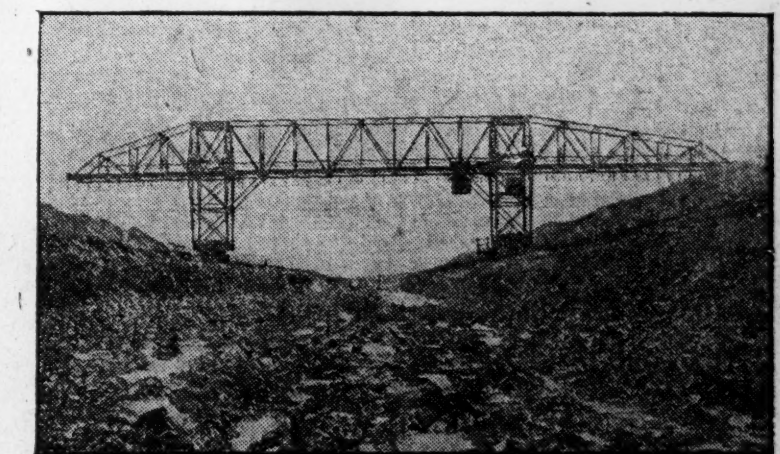


Movable dam of bridge type—Upright gate frames suspended beneath two bridge spans—Entrance to lock at left

decided that fixed dams would require such a large area of valuable land to be condemned for the extensive lakes which would form in flood time, that some kind of a dam which would permit the rapid passage of a flood should be used.

The type adopted is the bridge dam with "Boule" gates. A concrete sill is constructed in the bed of the river and above it is built a steel bridge of two or more spans similar to the ordinary highway bridge. On the under side of the bridge are hinged great steel uprights the lower ends of which, when let down, fit into sockets in the concrete sill.

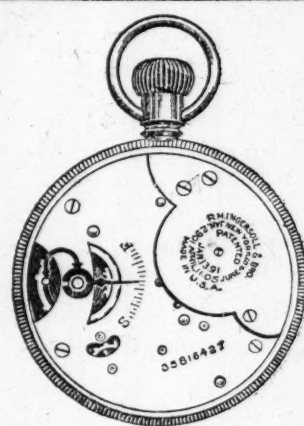
On these uprights slide steel gates which hold back the water and form the pool above the dam. When a flood occurs during the summer the gates may be raised as required; in the winter when the lakes and rivers are frozen and navigation is suspended, uprights and gates are folded up together under the bridge leaving the channel of the river unobstructed, except by the bridge piers, for



Bridge conveyor, operated by electricity, used for excavating in deep rock cut near Rochester—Extreme length 428 ft.



The  
Ingersoll  
Dollar  
Watch



The Watch  
That Made  
the Dollar  
Famous



Thin  
Model  
Gentlemen's  
"Eclipse"  
\$1.50



# Ingersoll

# WATCHES

**T**HIRTY MILLION AMERICANS have bought and timed their lives by the Ingersoll watch. More than half of all the watches now made in this country are Ingersolls—14,000 every day.

By sheer force of utility the Ingersoll has overcome the incredulity that naturally attaches to low price and has been adopted into every nook and corner of American life.

Side by side with such men as Thomas Edison and Glenn Curtiss, the street urchin, the business man, the clerk, the school-child and the laborer mark time with the Ingersoll. All find it sufficient for practical needs.

People now pride themselves on buying satisfactory watch service at the lowest cost. To wear an Ingersoll has become a badge of thrift and enlightened recognition of today's mechanical attainments.

There is an Ingersoll for every one. The four models shown on this page take care of the needs of men and boys who want small, thin watches. The "Midget" at \$2.00 is being adopted by our nation of women and is the most satisfactory of all watches for girls and little boys.

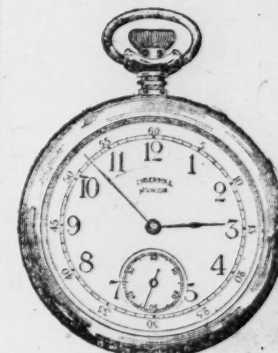
Ingersoll watches are sold in every town and hamlet by over 60,000 dealers. Booklet free.

ROBT. H. INGERSOLL & BRO., 137 ASHLAND BUILDING, NEW YORK CITY

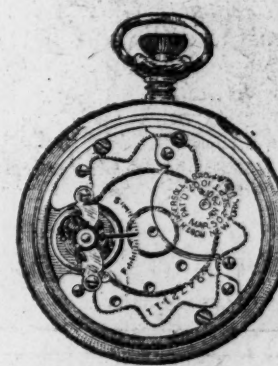
The  
Ingersoll "Midget"  
\$2.00



For the  
Woman's Handbag  
and the  
Child's Pocket



Small  
Thin  
Model  
"Junior"  
\$2.00



## Havana Making Good Progress in Harbor Improvements

Annual Foreign Commerce Exceeded Only by New York, Boston and Philadelphia of Atlantic Ports

\$71,219,293 IN YEAR 1911

**H**AVANA, Cuba—The capital of Cuba has a population of 350,000 people. The island is extraordinarily rich and fertile. The rich and well-to-do almost universally live in Havana; they come there to spend their money, to buy their clothes and their household effects even when living on the plantation or in other cities and towns. In consequence, Havana is more effectively Cuba than Paris is France.

It is estimated that 85 per cent of all the importations of the port are consumed in the city itself, and only 15 per cent is transhipped to other parts of the island.

A curious feature of the commerce of Havana is the fact that for all practical purposes there is no "back country"—no supporting farms and manufactures. With a few trifling exceptions there are no manufactures in Cuba, outside of the tobacco industry. Even the refined sugar, used almost altogether in Havana, is imported from the United States, although the cane from which it came was grown perhaps in Havana province.

The result is that all the clothes one wears, all the food one eats, all the furniture one lives with and most of the material of which one's house is constructed have come across the sea and into the port of Havana. For this reason the commerce of the city is exceptionally large in proportion to the population. The annual foreign commerce of Havana amounts to a greater figure than that of any of the Atlantic seaboard ports, excepting New York, Boston and Philadelphia.

**Havana Harbor**

With such a commerce, amounting in 1911 to \$71,219,293, and with every man, woman and child in the city so directly dependent upon the sea-borne freight, one would fancy that the facilities of the harbor would have been of the greatest. On the contrary, until very recently, the port has been one of the most backward and ill-conditioned that can be imagined.

The harbor itself is a beautiful land-locked bay, with a short and narrow entrance, difficult in bad weather, but quite safe when once achieved.

Once entered, there is a main bay

fronting which is the old city, formerly within the wall, and now substantially containing all the commercial establishments of Havana. On the left is a bay known as the Mariageña, having a large area of water carrying from 12 to 20 feet of depth and making a very good anchoring ground for ships. On the right is a second bay, known as Guasabacoa, in which there has accumulated so much silt and mud as to be quite useless for boats of even four-foot draft.

Up to within a few years the system in vogue universally (and still at this date partially employed) was for ships to anchor in the open bay and to lighter their cargoes ashore. The merchandise was unloaded from the lighters upon public wharves, which paralleled the shore line in front of the commercial city.

These wharves were only partially cov-

ered by the Havana Central railroad, an English corporation, of a pier at Paula.

This was a wooden structure upon wooden piles, but of adequate length and width. Very shortly after it went into use it was totally destroyed by fire. The Englishmen true to their instincts built it up again, this time of concrete and steel and thus far it stands as the first real improvement in the harbor of Havana.

Prior, however, to the successful effort of the railroad company a concession

had been obtained by the late Sylvester Scovel, an American war correspondent, to construct directly in front of the commercial city a huge pier and warehouse upon which it was planned to unload ships by novel mechanical means and with incredible rapidity.

Mr. Scovel actually received the concession, which after he passed away was financed and the work of construction commenced. But the Cuban government for one reason or another stopped the work and refused to allow it to proceed upon the lines of the concession.

**CLEVELAND FIRM ORDERS NEW SHIP**

CLEVELAND, O.—Capt. John Mitchell, manager of the Cleveland Steamship Company, has awarded to the American Shipbuilding Company the contract for a ship to replace the steamer James Gayley. The vessel will be 545 feet over all and have a capacity for 10,000 tons of ore. She will come out at the opening of navigation next year and will cost \$350,000.

All the latest features in shipbuilding will be incorporated in the new ship. She will be of arch construction with side tanks, the hull being of the Isherwood longitudinal type. Her hatches will be spaced 12 feet between centers.

Triple expansion engines will be installed, the cylinders having diameters of 23.5, 38 and 63 inches and length of piston stroke 42 inches. Two Scotch type boilers, each 14 feet 4½ inches in diameter and 11.5 feet long, designed to carry 180 pounds of steam will furnish power.

**VALUABLE BOOKS IN STATE LIBRARY**

DENVER—Prominent among the state institutions in which Mrs. Sarah Platt Decker manifested an interest was the state library. In following out her wishes her daughter, Mrs. Caldwell Martin gave to the state library Mrs. Decker's fine collection of books on labor and industrial questions.

Attention is called to the valuable collection of books on sociology in the state library, which includes all of the publications of the Russell Sage foundation. These books are for the use of the general public and under certain conditions are subject to circulation.

While the state library is supposed to be used mainly by the people employed at the state house, it is widely used by many who are interested in technical work.

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**Four Piers**

Negotiations were had during the last days of the Palma government and the entire period of the Magoon intervention, and it has only been adjusted during the past two years. Under this ar-

house will be the new Havana custom house. The entire investment will be more than \$4,000,000, and at the end of 46 years will revert to the government of Cuba free of charge.

In the mean time, the government will have free of charge the use of the custom house offices. For much inferior quarters until recently they paid an annual rental of \$50,000. These piers and warehouses, when finished, will be as complete and as safe as any to be found anywhere in the world. There is nothing in America, at least, which can compare with them.

In the mean time, there have also been constructed for the government two small piers for lumber schooners and three medium sized piers of concrete with iron sheds at Paula. These are

Provisions of Port Improvement Law Are Doing Much to Make Havana Among Best Equipped Harbors

**LAND RECLAMATION**

the entire littoral of the harbor a marginal wharf.

All the swampy lands, many acres of extent, are to be reclaimed and filled. The company has six years in which to do nearly \$15,000,000 worth of work in Havana alone which when completed will make the harbor as commodious as could be wished.

Besides the pier improvements already described and the already existing wharves there will be over six miles of new concrete wharves fronting on deep water. The anchorage ground for ships drawing 26 feet will be increased by 600 acres, whereas, before the improvement was commenced there was less than 400 acres in which ships drawing 18 feet could anchor. The reclaimed land is in close proximity to deep water and substantial concrete wharves will occupy 560 acres, all suitable for immediate commercial development.

The total amount required to be expended by the company in carrying out their concession and maintaining it for 30 years will be in the neighborhood of \$37,000,000. By the terms of the concession the company is recompensed by a tax upon all imports of 70 cents a ton for imports from the United States, 83 cents for imports from other countries and 10 cents a ton for coal. The tax per ton bears very lightly on most commodities, as their value per ton is very high. Beef, for example, is worth over \$400 and rice \$160 per ton.

The much needed work will be done and done promptly, whereas, under the former tax of 25 cents a ton no appreciable amelioration of the conditions has ever been apparent. The tax is a direct one and is felt and seen by every one who pays it. The benefit derived is general and is only seen by the far sighted.

These people can see that within the next 10 years Havana will be the best equipped harbor in the West Indies, if not south of New York on the entire Atlantic seaboard; that her pier and warehouse equipment will be unequalled, her secure anchorage adequate for any possible requirement and her waterfront around the entire bay unexcelled in its opportunities for commercial development.

**FLOOR OF SAN FRANCISCO PIER, HAVANA**



This is the first pier constructed under the Port of Havana Docks Company

ered by corrugated iron roofs and the loss from wetting in the heavy downpours of the tropical summer can be well imagined. It seems incredible that a system so medieval and wasteful could have been perpetuated even to this year 1912. But the lighters are still at work and the public wharves still crowded with valuable and often perishable cargoes.

**Delayed Improvement**

The lighter men were rich and powerful politically and commercially. The enforced rehaling of the cargoes was the life of their business. The portion of the bay where piers or wharves could be built were very few and restricted. There were numerous rocky shoals, long stretches of very shallow water along

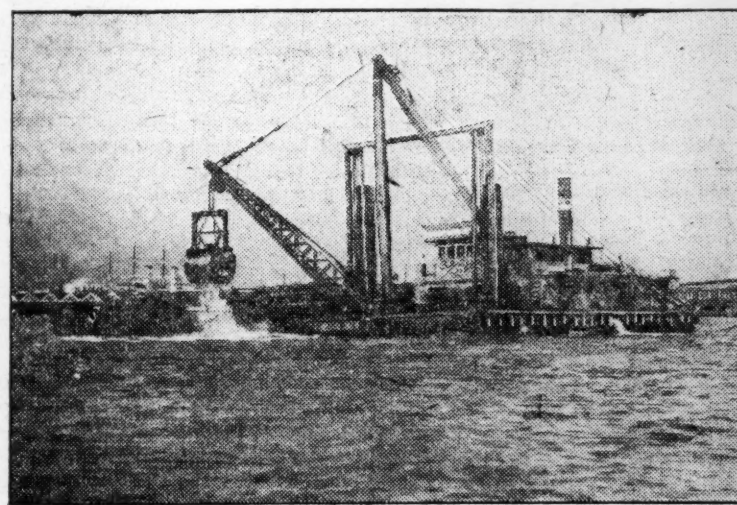
river and harbor bill is up in committee. The result achieved has been negligible. A few of the smaller shoals in Havana were removed, but the great bay of Guasabacoa was left full of wrecks and mud, absolutely useless. The bay of Mariageña was as Columbus found it and the only deep anchorage was in the main bay directly fronting the city.

**Beginning of Work**

Years ago there had been a slight effort to benefit the situation by the construction of some piers and warehouses known as "San Jose." The piers, however, were very inadequate without deep water approaches and only a small portion of even the Spanish ships were able to use them.

The first break came by the construc-

**CLAM-SHELL DREDGE AT WORK IN BAY**



The company of the ports of Cuba has concession to make improvements contemplated by Spanish project of 1879

rament the successors of Scovel, the Port of Havana Docks Company, are forced to modify the original details so as to construct for the government four piers in place of the one wide one first contemplated. One of these piers is almost completed and is a type of the other three.

It is entirely of reinforced concrete. The pier shed, of the same material, is two stories in height. The four piers will be connected by a headhouse of three stories, all of absolutely fireproof material. Automatic sprinklers will protect the merchandise from cargo fires. On the second floor of the head-

to be devoted to the coastwise trade of Cuba which is in a flourishing condition.

The latest development has been the port improvement law, which became effective Feb. 20, 1911. This is a form of "farming out" the port dues not at all unknown in Spanish-American lands.

The Company of the Ports of Cuba received a concession to make all the improvements in Havana harbor contemplated by the Spanish project of 1879; to make improvements in the way of dredging channels, removing shoals, both in Havana and the other ports of the island and in Havana to construct around





## ATLANTIC INLAND COAST ROUTE HAS ANOTHER LINK COMPLETED

Beaufort (N. C.) End of  
Waterway Completed This  
Year—Government Appro-  
priates for Breakwater

### PORT OF NEW BERN

NEW BERN, N. C.—Congress took an important step in March, 1909, when estimates to show the cost of constructing a continuous inland waterway from Boston, Mass., to the Mexican boundary, having such different depths, along any section or sections, as might be found sufficient for commercial, naval or military purposes, were asked for.

Section 1 calls for an inland passage from Boston to Long Island sound, including a waterway from the protected waters of Narragansett bay through the ponds and lagoons lying along the southern coast of Rhode Island to Watch Hill and Fishers Island; thence to New York bay, thence across New Jersey to the

have reference to the uses and economies of the way as a commercial route. It has opened the freight facilities for every town bordering on the rivers of eastern North Carolina—the Pasquotank, Chowan, Roanoke, Tar, Pamlico, Neuse, Trent, Cape Fear and a number of smaller ones—all of which are directly connected with the inland waterway.

### River Channel

A liberal appropriation was made by the last Congress for the deepening of the channel of Tar river from Washington to Greenville, which will open transportation of commerce to and from northern cities from these points by way of the waterway. An appropriation was also made for deepening the channels of Trent and Neuse rivers up to and above New Bern.

New Bern is already one of the largest and oldest ports in North Carolina, and the commercial value of the inland waterway to this point alone is inestimable. It will probably start a new era for this whole section of the country.

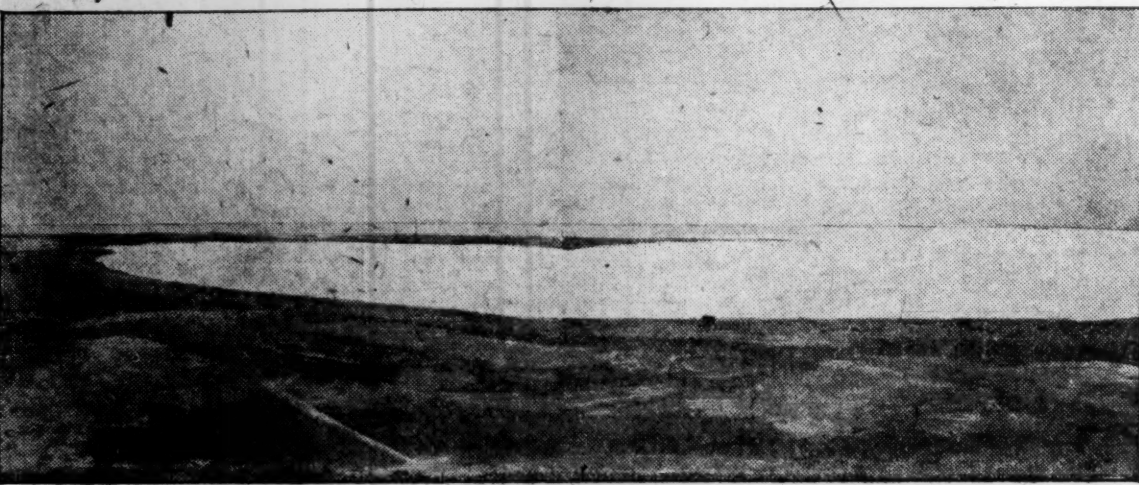
Cape Lookout cove is now a great

Cape Henry it is necessary to have a pilot and that means heavy pilotage charges. Entering Cape Lookout harbor any seaman can bring in the largest vessel afloat without trouble. Once in the cove or even under the lee of Cape Lookout, no matter from whence the wind may blow, the ship is safe, protected by land.

"On the other hand Cape Lookout bight, with comparatively small outlay, can be protected by a breakwater and nature has done the rest. Vessels are today lying in the lee of Cape Lookout in 30 or 40 fathoms of water, safe from the storms that blow along this coast in the Fall. Furthermore there is no bar to contend with at Cape Lookout. Vessels can enter at any time and when once in this harbor they are safe no matter how hard it may blow."

Men who have studied the Cape for years and gone into the subject thoroughly, assert that all necessary improvements can be made for less than \$3,000,000. Besides the breakwater a little dredging in the bight itself, throwing the dredged materials on the beach, would make a perfectly protected inner harbor

## HARBOR OF REFUGE, CAPE LOOKOUT, N. C.



(Photo by Moulton & Wooten, New Bern, N. C.)

Great natural harbor which, with proposed improvements by government, will be one of finest Atlantic ports—Frequently used by coasting vessels in stormy weather

Delaware river, thence to Chesapeake bay, thence from Norfolk to the sounds of North Carolina and Beaufort inlet. This section was completed during the present year.

In going southward at present, leaving New York bay, the navigator guides his craft up the Raritan river to New Brunswick, N. J., through the Delaware and Raritan canal to Bordentown, N. J., down the Delaware river to Delaware City, Del., thence through the Chesapeake and Delaware canal to the head of Chesapeake bay. The route then traverses the home of the oyster and canvas-back duck, through canal, river and sound to Beaufort.

The first link of this section, from Neuse river to Beaufort harbor, was completed about a year ago, with a minimum depth of 10 feet. The second section is to run from Beaufort to the Cape Fear river, thence to Winyah bay, S. C., then to St. Johns river, thence to Key West, Fla.

### Advantages

What an enormous protection to seamen, not to mention shipping property, will be accomplished during the next half century by this navigable channel on an inside storm-protected route extending from Massachusetts bay to Beaufort inlet will be hard to estimate. It is a route that will accommodate a coasting trade of enormous importance. The commerce of Boston, New York, Philadelphia and Baltimore will be greatly benefited upon the completion of this great inland waterway.

In case of a foreign war with a country possessing a powerful navy the value of such an inland navigation system will be beyond computation. But after all, the most practical and impressive reasons why the government should assume the task of building an inland waterway along the Atlantic coast are those which

natural harbor and it only remains for the government to do its promised part before it will become one of the finest harbors on the Atlantic coast. Ships can now enter this harbor, and the formation of the land is such that vessels are protected from storms from all directions except a sou'wester, and that wind is off the mainland. When the government builds a breakwater that extends out into the sea four miles or more, as is contemplated, there will be formed a harbor where our entire navy could ride in safety, without fear of even the southwest storms.

"The hook of the cape" is now frequently used as a harbor of refuge by coasting vessels. On Sunday morning, Oct. 20 last, the steamship Berkshire of the Merchants' & Miners' line, bound from Savannah to Baltimore, put into the cove with her fore hold, full of cotton, on fire. The ship was gently beached, her sea cocks opened, hold flooded and fire extinguished without great loss. The revenue cutter Seminole was summoned by wireless to take off the Berkshire's passengers, and a tug came from Norfolk to help save the ship. When the harbor of refuge is completed at Cape Lookout, and a coaling station has been provided there, tugs and wrecking steamers will be on hand to promptly render assistance to vessels that put into that harbor in distress.

An appropriation of \$3,000,000 has been made by the government for the construction of a breakwater at Cape Lookout. Half a million dollars is already available for surveys and preliminary work, which will probably start early in the coming spring.

A man of experience, who has spent 25 years on "the banks" of North Carolina between Cape Henry and Cape Lookout, says Cape Lookout bight is the best harbor south of Hampton Roads. He states as his reasons: "To go into

as still as a pond, with thirty to forty feet depth and good holding ground.

Cape Lookout is but eight miles from the railroad and two seaport towns, and only several miles from the mainland. The Norfolk-Southern railroad, which now has its terminus at Beaufort, will in all probability extend its track to the cape, which could be done at comparatively small cost for the eight additional miles. As before stated, this great harbor at the cape is also at the terminus of the inland waterway, which gives an inside passage clear to Norfolk, avoiding all the shoals and terrors of Cape Hatteras and Cape Henry.

Lookout is within a very few miles of the finest truck and timber land in North Carolina. Today at the cape there are about 500 fishermen, who make a good living there, support their families, and live happily. There is no better all-the-year-round fishing ground anywhere. There are plenty of oysters and clams in the surrounding waters.

The harbor of refuge at Cape Lookout will not only be of benefit to eastern North Carolina, but will bring great benefits to North Carolina, the United States and to foreign shippers as well. Ships are compelled to pay heavy insurance if they pass Cape Hatteras. Pilotage charges are large for vessels entering Norfolk and other northern ports. All these can be avoided by making Cape Lookout a port of entry. It will be possible to unload cargoes in the hook of the cape, or transfer them to barges, and make another trip to the West Indies, for instance, while the ordinary vessel is staggering around Cape Lookout and into Norfolk or Baltimore. With a small investment a great commercial port could be made at Cape Lookout.

As far as climate is concerned, Cape Lookout is ideal. It is only 25 miles from the Gulf stream and the weather is mild the year round. It is never hot and never too cool for comfort.

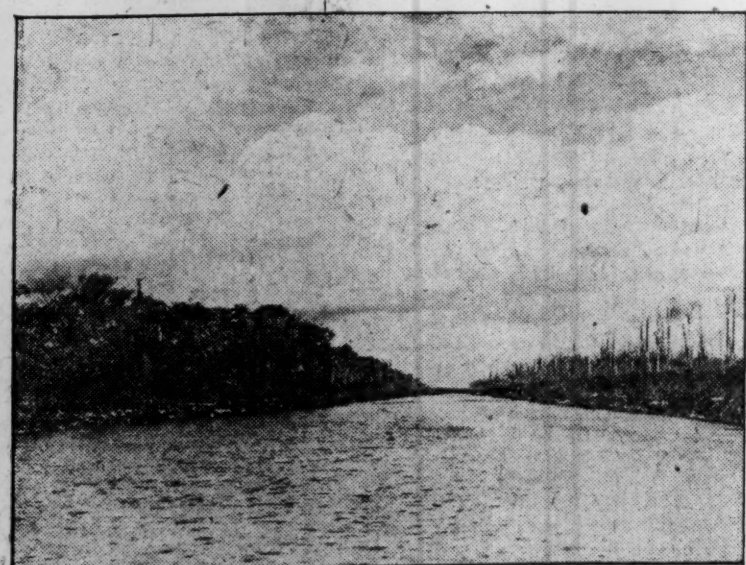
### The Central Highway

Another great work in the development of eastern North Carolina is the new central highway. This highway runs from the Tennessee line to Beaufort. It is difficult to accurately measure its potentialities. The portion of the highway from Raleigh to Beaufort harbor is the one that most directly interests the people of eastern North Carolina, of course.

No one movement has ever before been inaugurated that has such an important bearing upon the future industrial and agricultural conditions of the state, and the eastern section in particular.

The benefits the Central highway will bring to seaside resorts of Morehead City and Beaufort cannot be foretold with accuracy. The natural facilities for pleasure at the seaside are all there. With good hotels these attractions have created a demand for the highway, and the people of the coast section have already very nearly completed their link in the great chain.

But a short distance from the coast there is splendid farming country—thousands of acres undeveloped. As the great inland waterway already extends



(Photo by Moulton & Wooten, New Bern, N. C.)

Beaufort end of the Boston to Beaufort (N. C.) inland waterway completed this year

## New York

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through this section only good roads were needed to complete transportation facilities—water, rail and road. From the point where the Central highway strikes the entrance to the ocean branch lines of good roads will soon radiate to other points. No part of the country through which the highway passes will receive more benefit than the coast country. It will touch the following principal cities throughout the state: Beaufort, New Bern, Kinston, Goldsboro, Raleigh, Durham, Greensboro, Statesville, Hickory, Morganton, Marion, Old Fort, Black Mountain, Waynesville, thence to the Tennessee line.

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CANADA'S GOVERNOR  
GENERAL DEDICATES  
MEMORIAL TOWER

Impressive Ceremonies Commemorating the Initial Meeting of the First Free Parliament in Canada

## PARK FOR IT A GIFT

**H**ALIFAX, N. S.—The 14th of August last was a gala day in the history of Halifax. She gave, both for herself and for the whole province, a royal welcome to her royal guests, the Duke and Duchess of Cornwall and their daughter, the Princess Patricia, who attended the ded-

which had been hiding for most of three weeks, came out to smile goldenly on their arrival.

The land on which this shaft is located was given to the city as a public park four years ago by Sir Sandford Fleming on the condition that there be erected upon it a tower commemorating the initial meeting of the first free Parliament in Britain's overseas dominions. This gift was a part of his own large estate, the Dingle, which is situated on the western shore of the arm. The park includes about 2500 feet waterfront. Ninety feet above the water, on a charming knoll which caps a bold headland jutting out at right angles from the shore, the tower is built, itself 110 feet high. From this position it commands a view of the entire length of the arm of the city and of the entrance to Halifax harbor, and is visible from every direction on the arm.

## Dedication Exercises

The tower was fittingly dedicated by the Governor General of Canada, his royal highness, Arthur, Duke of Connaught.

The provincial welcome, read by Premier Murray at the dockyard, said in

and other patriotic societies, and of 13 Canadian universities, including Dalhousie, Kings, St. Francis Xavier and Acadia of Nova Scotia.

## Stone Tablets

All of the tablets are of indigenous stone, that of Ireland being of black granite from near Giants' Causeway. Australia has a two ton block of Melbourne freestone. South Africa, arms of Union carved on Pretoria brown freestone. The arms of the dominion of New Zealand are painted in heraldic colors on a block of native granite. The Royal Society of Canada has a tablet of Ottawa granite. The coats of arms of each province of Canada are carved on native stones. And the arms of the dominion are on Canadian white marble.

The inscription plate of bronze is on the south wall of the ground chamber. Directly above it, on the wall of the second chamber, a massive bronze tablet, with figures in relief, depicts the embarkation of John Cabot at Bristol, Eng., and was presented by that city. Also for the tower, two flags—one of silk and one of bunting—similar to those given to Cabot by Henry VII. just before the brave explorer set out on his daring

## MEMORIAL TOWER AND FLEMING PARK, HALIFAX



Tower built by Canadian Club of Halifax and park given for memorial by Sir Sandford Fleming—Dedicated by Governor-General of Canada Aug. 14

ication of Memorial tower on the north-west arm. The city was bright with flags and bunting, and even the sun

part: "It is fitting that the occasion of the first visit of your royal highness to this province should be for the purpose of dedicating the memorial tower to be a heritage for our children that will foster in them a spirit of patriotism and loyalty. This edifice commemorates . . . an event that marks an epoch in the history of our empire." In reply the duke said, " . . . This tower will form an enduring monument to the British colonial policy which has always been followed since . . ."

The civic welcome was given in front of the city hall, and consisted of the reading of the civic address, and the presentation of addresses prepared by the British Empire league, and national societies of England, Ireland and Scotland.

## Fleming Park Deed

The exercises at the tower began with the singing of the national anthem by 500 school children. Then followed the presentation of the tablet from the city of Bristol, by the lord mayor. He said, " . . . We bring to your national memorial this bronze tablet . . . to be a lasting link in the friendly chain which binds Halifax and Bristol as one . . . " A former lord mayor of Bristol then presented the flags, saying, " . . . The women of Bristol were eager to send a token of goodwill to the women of Halifax, and so they conceived the happy idea of presenting the banners which were entrusted to my care by our lady mayoress . . . " The engraving from the city of Bath was presented, and a letter from the mayor read by a member of the Bristol party.

After all the gifts were presented, the venerable Sir Sandford Fleming handed to the mayor of Halifax the title deeds of Fleming park. Sir Sandford said, " . . . It is to the Canadian Club of Halifax that the British people in both hemispheres are indebted for the erection of this emblem of gratitude from the daughter nation to the motherland."

## Inception of Tower

The president of the Canadian Club then gave a comprehensive address, telling of the inception and building of the tower. At its close the address of dedication was given by the Governor General. " . . . Nova Scotia, the cradle of representative government beyond the seas, may look with pride on this memorial tower, the Canadian Statue of Liberty, which I now dedicate to the commemoration of the first representative parliament accorded by the mother country to any portion of the dominions beyond the seas."

The tower which stands as a manifestation of gratitude for an ideal, is rich in symbolism. The first course of stone laid on bed rock of granite may signify the beginning of representative government in 1758. Its cornerstone, also of granite, is type of unchanging principles of the British constitution fixed on Canadian soil. It is built of native ironstone and granite. On the inside walls are placed symbolical tablets, gifts of the several governments of the empire, of the capital cities of the United Kingdom, the Royal Society of Canada, the Canadian Institute, Toronto,

voyage over an uncharted way, were sent by the women of Bristol to the women of Halifax. With these gifts from Bristol the citizens of Bath, Eng., sent a framed engraving of their old Roman bath.

## Bronze Reproductions

The Royal Colonial Institute of London is to give reproductions in bronze of two of Landseer's Trafalgar square lions. These lions will guard the entrance, emblems of the protective vigilance of the mother-land for the nation she has established and entrusted with all her privileges of citizenship.

The construction of this memorial was undertaken by the Canadian Club of Halifax, and its dedication was made possible very largely through the energy and indomitable enthusiasm of Mr. Macgillivray, president of the club.

The foundation stone was laid on the one hundred and fiftieth anniversary of the meeting of the first assembly, Oct. 2, 1908. The stone was laid by the late Duncan Cameron Fraser, then lieutenant governor of Nova Scotia, and honorary president of the Canadian club.

NIGHT FORCES IN  
NEW YORK BANKS

In some of the largest banks in New York there is always some one at work. All night long and on Sundays and holidays, as well, these banks have staffs of men kept busily engaged in opening letters, sorting and listing checks and drafts, representing vast sums of money. These men, remarks Harpers Weekly, get things ready for the day force. Were it not for the night men working constantly, the day force would soon be overwhelmed.

Between 5 in the afternoon and 9 the next morning, there are at work in the big banks two shifts. They call themselves the "scouting force." Each bank has a big "drawer" in the general post-office, and every hour during the night messengers take from this drawer its accumulation of mail.

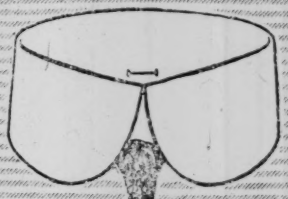
One large bank receives an average mail of 3000 letters a day, and of these two thirds arrive during the night. These letters contain many checks and drafts from all parts.

As soon as they have been opened at the bank, the checks are counted and the totals verified with the footings of the lists. The letters are then stamped—"proven in," as the bank clerks call it. Then they are acknowledged by clerks detailed for the purpose.

A big task is the assortment of the various checks according to the books wherein they are to be entered. Sight drafts must be grouped according to the routes of the bank messengers; and every thing possible done to turn over the night's accumulation of mail in proper shape for the clerks in the morning.

## LARGE FORCE FOR SUBWAY

Buenos Aires is employing 1000 men on its subway. At four different points the tunneling is being done by a powerful excavator, especially constructed in Hamburg, which, with 150-horsepower, takes out two cubic meters of earth at one time and deposits it in electric trucks standing alongside.



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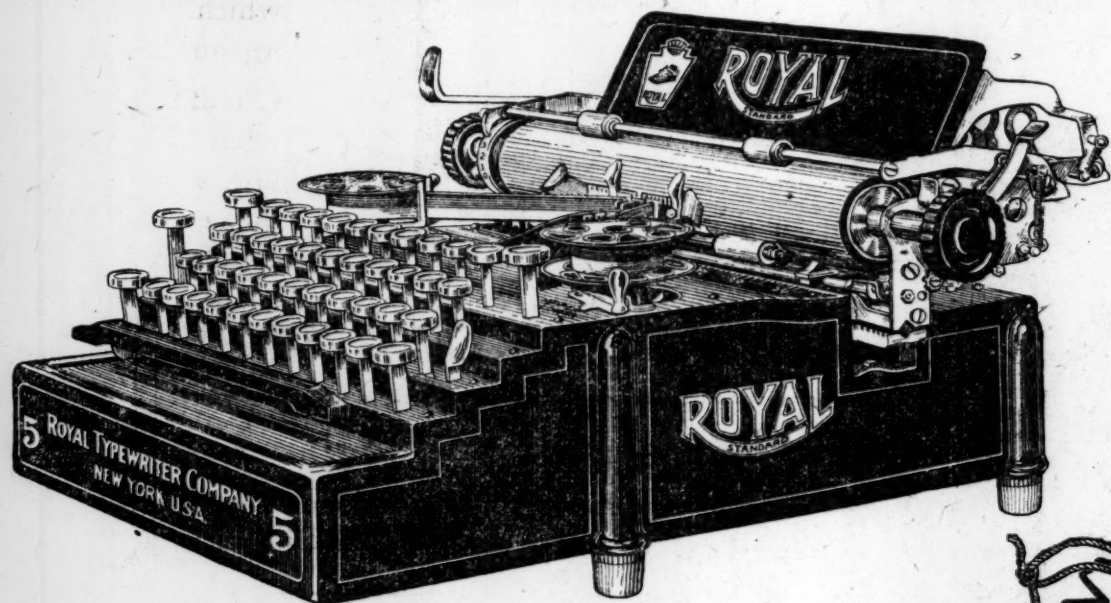
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## TWELVE LANGUAGES SPOKEN

At the entrance of a New York city department store is a placard announcing that 12 foreign languages are spoken by employees. These are: French, German, Italian, Russian, Polish, Hungarian, Danish, Swedish, Norwegian, Spanish, Portuguese and Roumanian.



## PENNSYLVANIA RAISING BIG CROPS OF FINEST FRUITS

Appropriation by State for  
Trained Men for Every  
Township to Show How  
Trees Should Be Handled

### PRODUCTIVE WORK

By H. A. SURFACE

State zoologist, Pennsylvania department of agriculture

HARRISBURG, Pa.—Great attention has recently been given to the extensive planting of fruit trees throughout most of the United States, and especially in the eastern states. Nowhere has there been a greater development in orchard-planting during the past six or seven years, than in the state of Pennsylvania.

When it is considered that 10 or 15 years ago hundreds of orchards and tens of thousands of trees were brown and withering from the effects of the tiny pest known as the San Jose scale, and that there was a general attitude of discouragement toward the subject of fruit growing, and when it is further considered that at the present time, in

county of the state, showing just how to make and apply the lime-sulphur solution for San Jose scale and other insect pests and fungi, while the trees are dormant, and also how to dilute this and add arsenate of lead for the codling moth, curculio, and summer enemies of plants, after the leaves are out.

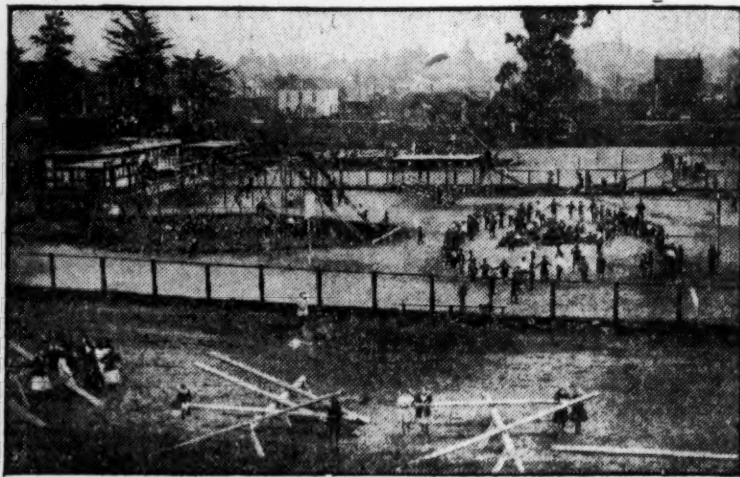
It was found that in caring for a tree, much the same course should be followed as for a person and the nurture of the tree was as important to consider as the eradication of the pests which infest it. The tree grower must depend upon more than the spray pump to give good fruit. The state's orchard inspectors, in their practical demonstrations showed that it was necessary that the trees should be fed. The ground around them should be cultivated or mulched, the trees should be pruned and the fruit thinned.

### Pruning

In the process of severe pruning it was soon found that the greatest trouble with the old orchards of the state was the height of the trees, which prohibited successful and convenient pruning, spraying and thinning and consequently these trees were topped back to half or one-third their height and completely renovated. Such high-headed trees as the winter sweet paradise apple were topped back so low that within two or three years afterward they were bearing heavily on branches that touched the ground. These fruits were found to be of larger size, better flavor, greater perfection and better color than those grown on trees of the old height.

During the past seven years the State inspector and demonstration work has resulted in convincing all interested per-

## SCENE AT BUSHROD PARK PLAYGROUND, OAKLAND



One of direct effects of playgrounds has been perceptible moral improvement of young boys

OAKLAND, Cal.—Citizens of Oakland believe that a municipal government should present tangible evidences of its right to exist and receive tax money from the property owners. One of the best methods for getting real good out of the tax money, they believe, is to provide outdoor amusement and exercise grounds for the boys and girls.

The first playground commission in Oakland was created by city ordinance in January, 1909. During the summer of that year two schoolyard playgrounds were maintained under the supervision of five leaders, four women and one man. Oakland's playground department is practically three and one half years old, and its rapid growth is typical of the progress of the movement all over the United States.

The beneficial results that have followed the installation of public playgrounds in the cities of the United States have been and are not peculiar to one locality. One of the direct effects of the opening of the playgrounds has been the perceptible moral improvement of the young boys. A recent newspaper editorial called attention to the fact that whereas a few years ago a certain section of the town was a source of continual trouble on account of the opera-

tions of neighborhood "gangs," within the last year or two these "gangs" had entirely disappeared. The outlet afforded by wholesome play, under the direction of competent instructors and leaders in the playgrounds may be very properly given the credit for the elimination of these "gangs." All of the other forces for keeping within bounds these gangs had been unsuccessfully struggling with the problem for more than a generation.

From the report of the playgrounds commission for the year ending June 30, 1912, some interesting figures are taken. This report shows that there were in attendance at the 12 municipal playgrounds in operation during that year, 432,486 children. Seven of these playgrounds were opened during every month of the year, one was open for four months, two others for two months, and two for one month. The attendance at the playgrounds during the preceding year had been 280,155, that was the second year of the operation of the Oakland playgrounds. The playground officials state that the attendance will show an even greater proportionate increase for the current year than for the 12 months preceding.

The other three playgrounds which were in operation all of the 12 months of that year showed respectively an attendance of 24,100, 3179 and 25,550. One of the newer playgrounds, only in use one month last year, showed an attendance of 4728. The smallest attendance at any of the Oakland playgrounds was at one which was opened for only one month before the close of the year, and 2116 children used it. This remarkable attendance and use of the playgrounds by the children proclaims in language that cannot be misunderstood the demand for these amusement and exercise places.

## Philadelphia, Pennsylvania



DR. LYMAN ABBOTT

will mark the rounding out of his half-century as a minister by one of the most notable series of personal articles that he has written, under the title of

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to be published in successive issues of The Ladies' Home Journal, beginning with its next, the January number.

Doctor Abbott will, in these articles, endeavor to outline answers to the five most vital and throbbing questions which confront the church and the minister today.

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Out of this wonderfully ripe experience he tells what his half-century in the pulpit has taught him about some problems of the church and the people; wherein the church fails to reach the people and wherein the people fail to understand the church; what a church has a right to expect of its minister; what makes a great minister; what is the place of the minister's wife and what he believes will be the church of the future.

In the first article Doctor Abbott answers, as it has never before been answered, the question, "Why Should I Go To Church?" This will begin the series

### IN THE JANUARY LADIES' HOME JOURNAL

The Curtis Publishing Company, Independence Square, Philadelphia



Preparing a hillside for conversion into an orchard in Pennsylvania

sons of Pennsylvania's orchards, there are crops of thousands of bushels of the finest fruit without a blemish to be found on them, it can be seen that a transformation has been effected.

### Inspection Work

There is likewise a reason for this transformation. This is due chiefly to the fact that the Pennsylvania state legislature wisely appropriated money providing for the inspection of premises to learn if they were infested with pests, and demonstrations to show how to suppress them. The expenditure of this fund was entrusted to the division of zoology of the Pennsylvania department of agriculture, Harrisburg.

The state zoologist undertook to get together and train a force of competent men to carry into every township of the commonwealth practical instruc-

sons that first class fruits can be grown in every county of Pennsylvania. In scores of demonstration orchards throughout the State last year fruits were grown that took prizes at various county and State exhibitions and it was generally remarked that the fruits from these orchards were finer in appearance and greater in quantity than from orchards not treated.

The remarkable result of this plan is that it has been proven that there is no need of the off-year in fruit growing. Some of these orchards have borne successive crops for three or four years, and in many counties of Pennsylvania this year the only large crops of fine fruits are those which by these methods were also great producers last year. As a result of this work there is an increasing demand for the supervision of orchard work by the state's experts, and

such large crops that they cannot be profitable.

There is no doubt of the remarkably high quality of Pennsylvania fruits, and the rapid strides forward by Pennsylvania fruit growers. The best home-grown fruits now sell for higher prices than those grown elsewhere, and it appears evident that foreign fruits will not be able to find an important place on our market when more of our fruit growers learn to produce and properly market fancy fruits.



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# FASHIONS AND

## MAKING UP A KITCHEN LIBRARY SILK, WITH VELVET TRIMMING

Bulletins and recipes bound and labeled

Model that would be very serviceable in French serge

I HAVE a number of standard books on cookery and household affairs which I have purchased, or which have been given to me; but I do not consider these the most important part of my kitchen library, writes a contributor to the Woman's Home Companion. I think I treasure most the part which has been least expensive, my bulletins and pamphlets. I have a large assortment of these, and want to tell you how I have collected and how I care for them.

I receive each month from the United States department of agriculture at Washington a copy of the monthly list of publications of the department, and also a copy of the monthly list of experiment station publications. These are sent free to any one on request. From these lists I select the titles on household topics, and send to the department and to the various experiment stations

for copies of all free publications in which I am interested. All of the experiment station publications are free, and many of the most valuable department publications. For publications to which a price is attached I send to the superintendent of documents at Washington. The prices range from 5 to 25 cents for most of those I have purchased. I also get regularly, from the Cornell University extension department, copies of its "Reading Course for Farmers' Wives" series of bulletins. These, by the way, will be found quite as useful to city as to country wives.

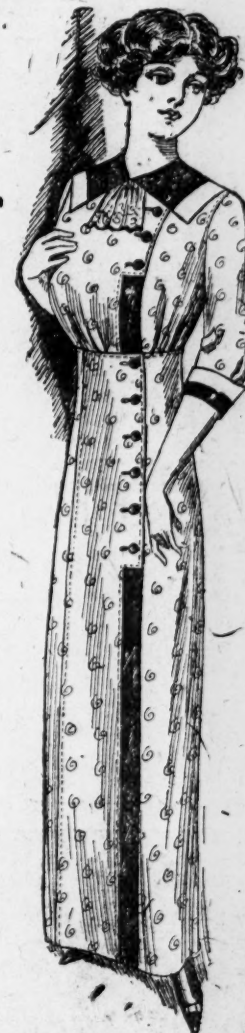
I also look carefully through the advertisements in the better household magazines from time to time and when free recipe books are advertised, or pamphlets descriptive of household articles in which I am interested I send for them. Some of these I find to be of no use to me, but many contain valuable material.

Thus far I am, perhaps, not especially original; but my way of keeping these bulletins is new, I think. I get sheets of heavy cardboard, and have them cut in sizes a trifle larger than my bulletins—about one fourth inch larger each way. Two of these I fasten together with a strip of silk-finish adhesive cloth, which can be purchased at most book and school supply stores. This forms the back of what is to be a bulletin cover. I make the strip about one and one half inches wide, and an inch longer than the cardboard. The ends I turn over neatly at top and bottom, toward the inside. In fastening the two pieces of board together, I hold their edges about one half inch apart.

On the inside of my cover, through the middle, I put a strip of Success binder. This can be had at book stores, or may be made by stitching two and one half inch gummed strips of linen through the center, the gummed sides facing. Cut the strip the exact length of the cover back. Within the two free gummed sides of the strips I insert my bulletin, after moistening the gummed sides. I then have an attractively bound bulletin which will stand handling. On the cover I print the title with black or white ink, or I cut the title from the front of the bulletin, if it can be done without spoiling the appearance of the bulletin, and paste it on the cover.

I use gray cardboard for all bulletins, but the bulletin-cover backs of silk finish adhesive cloth are of different colors, depending on the subject of the bulletin. I use red backs for all bulletins dealing with foods and cooking, gray for household decoration, green for sanitation, and so on. This helps me in keeping my bulletins systematically arranged on my shelves.

In my card index (consisting of recipes and household hints picked up from time to time) I put a card for each bulletin, under the proper subject heading. This is an added convenience. I understand that covers similar to those which I make can be purchased at from \$3 per hundred up; but these are in fixed sizes.



SILK trimmed with velvet and makes attractive gowns and it is much worn throughout the season. In this case, the silk is fitted and the trimming is arranged in a novel manner.

As will be seen from the small sketch the gown is really a very simple one; the trimming lifts it quite out of commonplace.

The closing at the side front is much used and is essentially comfortable and practical and one-piece gown of sort full an important place in wardrobe that they are in very worthy of consideration.

Silk is such a favorite material for dresses of the kind that it calls for attention, but there are certain styles that are never superseded. Vol. 2 make an exceedingly useful dress, a rietta cloth with trimming of chenille satin would be attractive and agreeable silk could be trimmed with plain silk figured.

French serge is one of the sturdy materials that is smart at the same time and the made of serge trimmed just in this manner would be extremely useful as a handsome.

There are six gowns in the skirt; blouse is a very simple one with sleeves.

For the medium size, the gown requires 9 1/2 yards of material 27, 5 1/2, 30, 4 1/2 yards 44 inches wide with yard of velvet 21 inches wide and half yard of plain silk for the trim.

The pattern of the gown (7340) is in sizes from 34 to 42 inches bust measure. It can be bought at any May 1st store, or will be sent by mail, dress 102 West Thirty-second street, New York, or Masone Temple, Chicago.

## ART OF MAKING HORS D'OEUVRE

Various compounds that please the taste

MOST excellent is a tongue salad made of squares of tongue with a rich French dressing having a strong flavor of onions. With this comes a paste made of sardines with an addition of fresh butter and spread on oval slices of crisp toast which have first received a top covering of anchovy paste. Celery or beet salad accompanies these savory appetizers.

On left over pieces of veal, of beef, of chicken, boiled or roasted, an excellent salad is made for a simple family hors d'oeuvre. It is served with bean or lentil salad. The dry beans are soaked and cooked with a little salt, a "bouquet," as the French say, or a piece of parsley, an onion in which a clove has been stuck, a leaf of thyme and a small piece of celery. When they are cold a delicious salad is made as an hors d'oeuvre.

Lentils for salad are boiled and cooked in the same way. Several kinds of vegetables are also served in salads with mayonnaise.

Artichoke centers either whole or in halves if large are an excellent hors d'oeuvre served with French dressing with mayonnaise sauce.

Ordinary potato salad is made into particularly good hors d'oeuvre by cutting a herring into thin strips and mixing with the potatoes.

Cauliflower separated so that each piece looks like a little white flower and served with French dressing and the sprinkled with chopped parsley is excellent and a great resource for the hostess.

But no other hors d'oeuvre equals the French call "herring saur" in popularity, says the New York Sun. It can be prepared in advance and in quantity without danger of spoiling, and even careful housewife always has it on hand in case of need. Several good smoked herrings are skinned, the bones are taken out and the fish is cut in long thin strips. These are laid in a large dish that has a cover.

Enough sweet oil to cover them is poured on them. Then a onion is cut in slices and the outside rings laid lightly on the oil. There must not be thin slices of onion, but rings, as to let the flavor penetrate but not too strong. Slices of carrots are mixed with the onions and a leaf or two of thyme. The dish is covered and after a hour or two the herrings are ready to serve.

To make the dish attractive in appearance it is decorated with herring, boiled eggs and parsley. The strips of herring are laid in the middle of the dish, then around them a border of the white of the egg, then a second border of white of the egg with the outside border of parsley. The dish is pretty and appetizing and nothing is more popular.

Mackerel may be prepared in the same way. All kinds of cold white fish served in salad with a mayonnaise or with French dressing.

Three things must always be borne in mind when making up an hors d'oeuvre. First, that the hors d'oeuvre is a cold dish; second, that the hors d'oeuvre is a cold dish; third, that the hors d'oeuvre is a cold dish.

For French dressing it is well to remember that twice as much oil as vinegar is the rule. The good cook first takes a bowl and rubs an onion in it, just give the suspicion of a taste. Then, salt, pepper and dash of mustard, added, next the vinegar to dissolve the salt, and lastly the finer herbs or chives, greens and the oil. How many times this mixture is turned and returned turned again would be difficult to calculate, but on the perfect mixture of the ingredients depends the dressing.

## BRIDE NAMES DAY

It has always been sort of an unwritten law that the bride be allowed to choose and name the actual wedding day. The Indianapolis News. Unforeseen circumstances sometimes hasten the ceremony, but as a rule the wishes of the bride are not only consulted, but strictly followed in regard to the time and place of marriage. Of course the bridegroom's opinion is always asked for and his convenience has to be taken due account of, but not many girls would like to think that this "day of all days" is not hers to choose.

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The first to discover the art of perfumery were the natives of the Orient. Their ancient civilization was not alone responsible for this. These nations cultivate all things which delight the senses. The taste in perfume among various races differs exceedingly.

The first perfume was obtained by burning aromatic gums and woods. The word itself is derived from "per," through, and "fuming," smoke.

Perfumery was studied by the various nations which in turn held the scepter of civilization. The Hebrews when in captivity learned the art from the Egyptians; the Romans from the Greeks, and the western nations from the Romans. With the fall of Rome the art was forgotten, and was rediscovered by the western nations during the conquests of the crusaders in the far east.

The excessive use of perfume by refined people in Europe during the fifteenth and sixteenth centuries was to counteract the unpleasant odors which abounded in those days.

Women of today display a refined taste in the use of perfumes, while their foremothers used musk, civet and lavender.

The progress in the art of perfumery is perhaps the cause of this. The per-

fumer of today is constantly seeking to wrest new secrets from nature. Hardly a flower grows that has not had its scent reproduced.

Strong perfumes are not considered in good taste in these days, says the Philadelphia North American. The delicate, subtle fragrance is the one preferred.

France and England lead the world today in the manufacture of perfumes.

Each woman chooses her own beautiful scent and envelopes her belongings in it. Garments, laces, notepaper and even books all exude this delicate fragrance.

At present the fad for scent bottles and pomanders, worn about the neck on long chains, is in high favor. These are of silver in antique design and incured with semiprecious stones.

More elaborate ones of gold, duplicates of those worn by court ladies during the reign of Louis XV., may be had; but they are expensive. Of rococo design and set with jewels, they are wonderfully beautiful.

Demands of perfume balls of the seventeenth century are less expensive. These come in many designs. Gold ones, representing oranges and heart-shaped designs in filigree work, readily allow the scent to escape. Others are small-shaped or fashioned to represent English walnuts or tiny spheres carved and adorned with jewels.

The woman who keeps abreast of the times must purchase a scent bottle.

## PRACTICAL ADVICE ON SEWING

Different kinds of stitches and seams

IT does seem strange, considering the number of women who do their own sewing, that so few use the correct stitches in their proper places. All bastings are alike, and the seams are either plain or French, very often when it is quite necessary that they should be otherwise, says a writer for the New Orleans Picayune. Somehow, few home dressmakers realize the importance of proper bastings, and yet they are often heard to remark that it is quite impossible for an amateur to get the effect that a tailor can. They would be quite unwilling to do the amount of bastings that he does, which is, perhaps, the foundation for his success.

Of the three kinds of bastings, each has its proper place and is most effective in it. For general use, the regular bastings should be used, even stitches about half to three quarters of an inch long and the same width apart; that is when bastings the seams of a blouse or skirt, putting in sleeves, etc. For hems, of all widths, an uneven bastings is used, with the stitches about three quarters of an inch long, with spaces of about three eighths. The bastings with the long stitches, either even or uneven, is rarely used, except when the garment has a lining; then it is used to keep both material and lining together and keeping one from being larger than the other; it may also show the center or closing line of a garment.

The running stitch is used on seams that do not require a great deal of strength, as when joining embroidery or making tucks. For a strong seam, the back stitch is the best; the material is held over the finger, and though the needle points toward the body, each stitch is put farther away, leaving a space the length of the stitch.

The stitch called the "running back stitch" is a combination of the two preceding. One takes two running and then one back; the needle is put in and comes out twice, that makes a space, a stitch and another space. Then the needle is put back into the hole at the beginning of the last space, making a stitch which covers the latter and continuing, making two running stitches. This is the most popular stitch and is best for general use and if done well will give the effect of machine work; it was this that our grandmother put on the bosoms of her husband's shirts.

You of course know the French seam, if not let me say that it is the one which is first made on the right side of the garment, then trimmed off, turned, keeping the seam in the crease, and

sewed again; for this seam the running stitch is quite strong enough; but if you would prefer, you might use a back stitch every so often.

For the seams of underwear, as in corset covers, the long seams in the night-dresses, etc., the plain fell is the best. The material is first sewed together, with a running back stitch, a half an inch from the edge, then one edge is trimmed quite close to the stitching and the other is folded over and hemmed to the body of the garment, making a flat neat looking seam. The French fell differs slightly from the plain fell; that is, instead of being hemmed to the body of the material it is turned upon itself and hemmed over the first stitching. This is the best seam for the shoulder and under-arm of blouses, the seams in petticoats when putting in filling and embroidery insertion, etc.

There is little to say about gathering and shirring. The former is a running stitch which is afterward drawn up. The only difference is that the needle should not be taken out but kept in through the length of material to be gathered. As for shirring, it should be treated in the same way, but the stitches are uneven; stitches a trifle shorter than the spaces.

### HOME HELPS

To clean lacquered brass wash it in hot water, using soap if necessary. Polishes should be applied to unlacquered brass only.

Folded newspapers should be kept handy in the kitchen, and these placed under pots and kettles, says the Pittsburgh Sun. If this is done every day when the pans are taken from the stove no grease spots will mar the kitchen table.

Avoid open shelves in a kitchen, as the dust soon gathers there. A wide window shade is splendid for keeping out the dust, and far more sanitary than a curtain.

Croquettes to be fried in deep fat should stand for 15 minutes in the warm kitchen before being cooked. This will help the browning process.

### FROSTING HINT

Sprinkle flour very sparingly on the top of a loaf of cake to stop frosting from running off.—Woman's Home Companion.

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Cravenette Co. USA

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# THE HOUSEHOLD

## EMBROIDERY IDEA FOR BLOUSE CHEERY TALK ENLIVENS A MEAL

*Petals of flower to be worked solid*

*Good humor should prevail at table*



A BLOUSE may be embroidered with a good effect in this motif. The petals of the flower are solidly worked and the center is filled with the seed stitch.

Half of each leaf is done in the solid satin stitch and the other half is outlined and filled in with the seed stitch. Mercerized cotton No. 25 should be used.

## CRISP AND GOLDEN BISCUITS

*Pan easily made with sour cream*

SOME day, says a contributor to the Woman's Magazine, try this method of baking a pan of sour cream biscuits, and ask yourself if it is much more work than cutting bread.

Put a pint of flour, half a teaspoonful of salt, two level teaspoonfuls of baking powder and a scanty level half teaspoonful of soda into a bowl. With the fingertips knead a heaping tablespoonful of butter or lard into this, until the mixture is powdery.

Then, with a fork mix in about one cupful of sour cream until it is a soft dough—once past the drop-batter stage, the softer the better. Give it a swift blending and toss on to a square of lightly floured, clean paper—the paraffin paper that comes in biscuit boxes is good for this.

Now, with the hands shape it into a smooth sheet, without kneading, from half to three-quarters of an inch thick, according to your liking for thin and crisp or thick and bread-like biscuits; cut into small circles, no more than an inch and a half in diameter. Place far enough apart on a lightly floured tin to insure crisp baking all around, and bake about 12 minutes in a hot oven.

If you have a well-arranged kitchen, with your materials ready to your hand, the entire process of making may be gone through in three minutes, with but one bowl, a cup and a fork left to wash.

The hot biscuit expert will usually tell you that biscuits made with sour milk, cream, or buttermilk and soda far exceed the baking powder variety. There is a difference in texture, the sour milk and soda sort usually having a velvetiness and tenderness that the other sort lacks, although I must admit, I have seen baking powder biscuits that I have mistaken for the other.

Baking powder biscuits are made precisely like these sour cream ones, except that sweet milk or water is substituted for the sour cream or buttermilk, the soda is omitted and the baking powder doubled, that is, two heaping teaspoonfuls are put in instead of two level ones.

It used to be the theory that baking powder begins its raising processes immediately after mixing with liquids, and that immediate baking is essential. It is still the theory, but the practice of

delaying baking for two hours is working in some households beautifully. That is, it is possible to make the dough and cut it into biscuit several hours before it is baked, and it will bake light and delicate. However, I have found it necessary to mix the dough stiffer and to keep it in a very cold place until it goes into the oven. And I must admit that in the end I have a preference for the quickly made and baked sort.

The temperature of the oven is another thing to be taken into account. A quick, hot oven is essential for the ideal baking of these light biscuits. They should rise at once into fluffy balls, then crisp and color a light, golden brown. Ten or twelve minutes usually suffices for their baking.

Some day when you have a quantity of cold mashed potato left, try using two cupfuls of the potato to this recipe. Add this to the flour after the shortening is rubbed through, and blend it well before you add your liquid. Cut out rounds three quarters of an inch thick and bake in a quick oven 12 or 15 minutes. This is almost a potato scone recipe and makes a delicious breakfast hot bread, being at the same time much simpler than most potato scone recipes.

## Keep Warm



Read What The Christian Science Monitor Said of Our Heater in Their Issue of Dec. 3, 1910

A comfortable and convenient thing in any house, no matter how good the other arrangements for heating, is the Kost heater, which can be applied to any gas jet. It is so constructed that it will warm a large room in a few minutes, even in the coldest weather, throwing the heat all the way down to the floor. The expense is from 1/8 to 1/2 a cent an hour, according to the price of gas. It is odorless, whether used with artificial or with natural gas, is endorsed by the board of education of Chicago, and is used in the public schools of that city.

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RUSKIN, discussing the haste and silence which prevail at the taking of so many meals, said: "Good cheer should not be reserved for the banquet board alone. Every family's mealtime should have an element of sacred happiness in it. Eating with moderation, giving food its proper value by taking it slowly, enjoying the freedom of conversation which belongs to the privacy of the home should make this hour a special time when the best of personal experiences are brought forth for mutual edification. The meal time should be the hour when care and pessimism should be left at the outer door, parents and children, relatives and friends meeting in happy communion."

A certain English family has since the founding of their home begun each meal with a song. No matter how few or many may be at home when the dining room arrives all stand at the table and a single verse of a favorite song is sung. I have gone to that table in a very depressed mood, says the writer, and by the time the song was ended had my entire view of things changed. In this family the children are remarkably cheerful. They have an optimistic way of looking at things, and I attribute much of this to the cheer that is kept uppermost at the table from the beginning of the song to the end of the last dish.

A father who finds it possible to be at home for every meal of the day makes it a practice to cherish in his memory all the things he hears during his work. After the meal begins, a twinkle comes into his eyes and a smile hovers on his lips. This is the signal that he is ready to make others feel as good as he does.

One lady who has reared a large family made it an early practice to read all the wholesome jokes she could find in current literature—funny things and kindly things about little and great people she would absorb during her daily

work. Other members of the family were busy and would miss these, but at mealtime they could count on a treat from mother. A smile has always been present at that table, creating harmony between the individuals and radiating good will toward life and all human beings.

An employer known to the writer is a steam engine worker. His place in the firm is important, and he gives 12 hours of driving work each day to his tasks. But there is one thing he will not do—he will not neglect his table. Breakfast, noon lunch and evening dinner are special cases of rejoicing for him. Business talk is tabooed, cares of work are rolled to one side, only the biggest and best of life is considered. His children reflect his mood in this respect. They call mealtime "the laughing hour."

"Good food and sweet, laughing conversation at the table," wrote Charles Dickens, "are mutual inspirations for a better life."—Continued.

## PUMPKIN PIE

To make pumpkin pie, says a Cleveland Leader contributor, steam the pumpkin instead of boiling it and when cool press it through a fine sieve or vegetable press.

For each pie allow a pint of this strained pumpkin, one cup of rich milk, one egg, one half cup of sugar, one teaspoon of ginger, one half teaspoon of allspice, one half teaspoon of cinnamon and a little salt.

If the milk is brought to the boiling point before the other ingredients are added the pie will bake more smoothly. The crust should be baked before the filling is put in, as this prevents it becoming soggy. Unlike most custard pies, pumpkin requires to be baked quickly. When the top is brown, firm to the touch and glossy, it is done.

## DURABILITY TO BE CONSIDERED

*Points on the selection of wallpaper*

WHEN selecting a wall paper it is well to give due consideration to the durability as well as the beauty and style. In large cities, where the rooms are often small in size, light colors are suitable because they add to the effect of "distance," whereas, a dark paper closely covered with a large, glaring design makes the whole room appear somewhat like the interior of a boxwood lined with cretonne, says the Indianapolis News.

Do not put a paper having red shades in a room where the sunshine gets in during the greater part of the day; the best paper for those walls is one having a small pattern, say a cream white paper with a tiny gold design, or, for living or reading rooms, a sage green paper is excellent taste and very sensible because it will outlast any other color for general wear.

Soft yellow shades are lovely where you intend to hang many pictures, and are especially adaptable for dining rooms

where there is a wainscoting of either white or dark wood. Striped papers make a room look brighter, and papers that have small horizontal figures give a cozy effect to the apartment.

A light rose shade or pale gray paper is beautiful on the bedroom walls; it is both dainty in appearance and brings out the beauty of the other furnishings, whether they be elaborate or simple.

Care is necessary in order to prevent the wall paper from being "the whole thing." Remember that the original purpose of wall paper was to serve as a background for the articles in the room and not as a decoration. If the paper is bold in design and bright in color do not hang any pictures on the wall; let the paper be seen.

## BIT OF RED PEPPER

A bit of red pepper should be sifted over the salad of oranges, and, if you would make it especially tasty, use salt instead of sugar in preparing the fruit, and of course dress with olive oil, says the New Haven Journal Courier. This method is followed when there is no other fruit put with the oranges, only lemon juice (if the oranges are too sweet), and such a salad is particularly good with chicken.

## WAY TO PRESS

Frequent pressing with a hot iron is bad for cloth. A simple and quick way is to hold the garment over the spout of a steaming tea kettle, at the same time gently stretching out the creases, after which it is hung away until quite dry, says the Woman's Home Companion. This works equally well both for woolen goods and for heavy wash materials.

## BOTTLES IN SHOES

Take bottles in your overshoes when going away on a short trip with a suitcase, says the Ladies Home Journal.

## BEGINNING OF AN ENGLISH CLUB

*Women turn from cards to literature*

IN AN American city a few women who realized that they were wasting time in belonging to a euchre club which met once a week, turned the club into an English club. The game at cards, which had really been a pretext rather than a purpose for their coming together, became a game of most enjoyable wit and harmless repartee.

There were no by-laws, no constitution. There were only four members, all congenial friends, and the meetings began with the drinking of an informal cup of tea; "for tea . . . will always be the favorite beverage of the intellectual," says DeQuincey.

They opened up vistas of serious discussion; delved into mines of clever stories; tossed lightly back and forth the ball of personalities, and reviewed the books of the day. Half in jest and half in earnest, they decided that each one should memorize a rather long poem.

## ONE HUNDRED TALKS ABOUT OUR STORE ETHICS—No. 32

The basis of this business is the *Best Merchandising*. Gathering the best goods—wherever they are we go after them. Doing the best that can be done with money, with special skill, with restless, constant energy, with cultivated taste, with mercantile experience to bring the things you need. Selling them at the least. Giving best service. If you are seeking elegance you will

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You honor us with your confidence. Thank you. It shall never be abused. Hence when we think prices *ought* to be littler they *are* littler, no matter what may be done elsewhere.

(Continued Friday)

SHEPARD NORWELL COMPANY

## TRIED RECIPES

### OYSTER SOUP

PUT one quart of oysters in a colander and pour over one half cupful of cold water. Pick over and chop oysters, put in a saucepan, add cold water drained from oysters and enough more water to make one quart of liquid in all. Brown three tablespoonfuls of butter, add 3 1/2 tablespoonfuls of flour, and continue the browning; then pour on gradually, while stirring constantly, the oyster liquor. Bring to the boiling point, and let simmer one half hour. Strain, and add one cupful of cream, one half teaspoonful of salt and one eighth teaspoonful of paprika.

### DEERFOOT POTATOES

Wash and pare potatoes of uniform medium size. Using an apple-corer, remove two portions from each potato, and fill cavities thus made with a piece of a sausage. Plug up openings with stopple-shaped pieces cut from the portions. Bake in pan with turkey, and baste.

### APPLE-AND-CHEESE SALAD

Wipe and pare apples, and scoop out 24 balls, using a French vegetable cutter. Marinate with French dressing and chill thoroughly. Mash a cream cheese and add one teaspoonful of Worcester-shire sauce, three fourths teaspoonful of salt, and one tablespoonful of chopped canned pimientos. Shape into 12 balls the same size as apple balls, and roll in finely chopped parsley. Arrange a bed of crisp lettuce leaves on salad dish and over lettuce sprinkle celery cut in thin strips 1 1/2 inches in length. Arrange balls on celery. Serve with French dressing.

### THANKSGIVING PUDDING

Finely chop beef suet; there should be one cupful. Add one cupful of molasses and one cupful of sour milk. Mix and sift 2 1/2 cupfuls of flour, 1 1/2 teaspoonfuls of soda, one teaspoonful of cinnamon, one half teaspoonful of clove, and one half teaspoonful of salt. Combine mixtures, and when well blended add 1 1/2 cupfuls of raisins, seeded and chopped, and three fourths cupful of currants, dredging the fruit with one half cupful of flour. Turn into a buttered mold, cover and steam four hours.

### HARD SAUCE

Put one half cupful of butter into a bowl and work until creamy; then add gradually, while stirring and beating constantly, one cupful of brown sugar. When all is creamy, add three tablespoonfuls of cream, at first drop by drop, to prevent a separation, and flavor with 1 1/2 teaspoonfuls of vanilla. Pile lightly on a glass dish and garnish with glace cherries.

### TURNIP CONES

Wash and pare turnips and cut in cone or cube shapes, using a French vegetable cutter; there should be three cupfuls. Put in a casserole dish and add 1 1/2 teaspoonfuls of salt, one fourth cupful of butter and one half cupful of boiling water. Cover, and bake until turnips are soft, the time required being about 1 1/2 hours.

### FRENCH DRESSING

Mix three fourths teaspoonful of salt, one fourth teaspoonful of pepper, five tablespoonfuls of olive oil and three tablespoonfuls of vinegar, and stir until well blended.—Woman's Home Companion.

There may be a tooth-wash bottle, a shoe-dressing bottle or some other bottle to take, and it is often a problem where such things will be safe. After wrapping them well and packing them in the overshoes tie the latter together and put paper around them.

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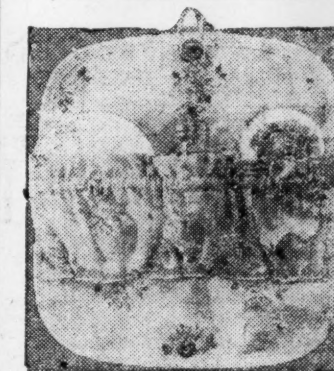
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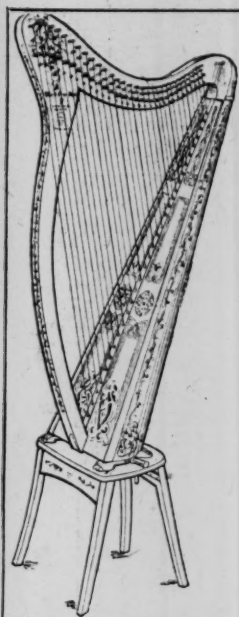
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# FASHIONS AND THE HOUSEHOLD



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THE HARP CITY

## VIRGINIA SERVANTS GO NORTH

Storybook fame made a demand for them

ANOTHER American figure of some two centuries standing is vanishing. This time it is the old Virginia servant, the Admirable Crichton of domestic duties evolved under slavery and continued with development and improvement after the emancipation proclamation. Their fame is the reason why these products of Virginia are vanishing, the housewives of the Old Dominion having been too boastful.

Until ten years ago the average negro servant, the trained household worker as contrasted with the field worker, was readily obtainable throughout Virginia and at reasonable wages. For \$16 a month, and in some instances for less, it was possible to obtain a general housework girl of first class abilities. Cooking, housecleaning and washing were always expected from such servants in families of reasonable size, and as cooks and laundresses the Virginia negroes were declared to be unsurpassed. In

household cleaning they were less successful, though those especially trained for that work or for other specialized branches of service, such as lady's maid, were of as high reputation for capability as their sisters of the laundry or kitchen.

The fame of the Virginia servant spread rapidly, but was really made proverbial by novelists writing of the South and Virginia in particular, who threw a glamour about the so-called old Virginia servants, extolling their cooking and lauding their faithfulness. The writers were seconded by the southern women, especially those bred under the old regime. This publicity naturally gave the Virginia servant a wide reputation for excellence. This was all very well until northern cities began to encounter their domestic service problem in all the severity that set in about ten years ago.

The result was that importations of servants from the South, especially from Virginia, began, says a New York Sun writer. Northern families that had drawn the color line by refusing to employ the northern negro were willing to have a Virginia servant, especially one of the type that they had heard and read about, the first generation born out of slavery. In one little suburban town in New Jersey in 1903 14 Virginia negroes were imported for service.

No accurate figures are obtainable as to the number of migrations northward made by negro servants in the last decade, but a Richmond employment bureau estimated last May that more than 8000 had gone from that city alone.

"It is practically impossible to get a good servant now," said a Virginia housekeeper. "Service was so cheap until a few years ago that ladies of this state accustomed themselves to rely upon their servants to attend to every detail of household work. It would be too expensive to follow such a plan now, even if it were possible to get capable servants, which it is not. We have to do work now that we would not have known how to do 15 years ago. To the call of the northern dollar has been added the glamour of the North, and our darkies are simply wild to get to some northern section, especially around New York. All that Virginia is now is a training school for northern servants."

A white plume can be cleaned successfully by dipping it in raw, cold starch, slightly blued, then let it dry and shake off the powdered starch. If not clean repeat.

## VALUE OF COLONIAL FURNITURE

Not dependent upon its age

WHY colonial furniture is valuable is explained in a booklet issued by the College of Agriculture of Cornell University.

"No one knew better than the colonial folk the relation between structure and form," declares the Cornell furniture experts. "It is not because colonial furniture is old that it is valuable, but because it is sound in workmanship, normal in form and made of a kind of mahogany that is not on the market today. The decoration applied by the colonial makers to their furniture, whether carving, inlay, moldings, turnings or decorative grain, with few exceptions enhanced the effect and in no way distorted the natural shape. Cherry and birch were used for legs and for uprights requiring strength, mahogany being too brittle for this purpose. The fronts of bureau drawers, the backs of davenport and other parts showing beautiful grain were merely veneered with a thin layer of mahogany glued to a backing of soft wood.

"Wood veneer should not be looked on as a sham, since it is used for the purpose of preventing large panels of wood from warping; table tops, door panels and the like would warp out of all usefulness unless they were built up to two or more layers of wood running in different directions and glued together, so that the tendency of one layer of wood to shrink in one direction is overcome by the tendency of another layer to remain firm in that direction and to shrink in the opposite direction.

"Walnut furniture will never be valuable as a style for the reason that it

represents a period of poor design. Walnut is in itself a beautiful wood, glowing in color and fine in grain, but the sort of grooving, piercing, carving and molding to which it was subjected largely robbed it of its natural charm. Many pieces were too ponderous to be easily moved about. Simple designs in walnut similar to colonial pieces would be beautiful and valuable, but even mahogany worked into ornate designs as was walnut would be artistically valueless. A few of the plainer pieces of walnut are good in design and therefore permanent in worth."

For the golden oak furniture which was popular a few years ago and which is still to be seen in many of the houses of the reasonably well-to-do, the College of Agriculture has nothing but the severest condemnation. To the false faculty of the machine work the falling off in the beauty and dignity of the furniture of the golden oak period is attributed.

"Stamped decorations of poor pattern, machine carving glued to panels, scrollwork brackets and banded arms ending in animal heads—all these distortions have been applied to furniture in the name of decoration. But all in vain is the name, for decoration means enhancement. A chair or table of plain structure with straight edges has at least the dignity of being genuine. If the general form is not so softened or refined a human being, not a machine, must have the upper hand. The attempt to beautify must be an inspiration."

## ENTERTAINING THE CHILDREN

Pricking of simple designs interests them

THE occasional pricking of simple designs is a delight to children. For little children a good-sized piece of Manila paper and an ordinary wooden skewer hold great possibilities of fun, writes Handon Thompson. The paper may be placed over a pan of sand or a cushion made from several thicknesses of cloth. The child will at first punch holes at random—here, there and everywhere—but at last he will begin to show some continuity in his work, and the holes will be made at regular intervals. Turning over his oblong of paper upon the rough side, he will be delighted to discover that he has invented a "grater"

and will fall to work grating imaginary articles of food.

Then a circle can be drawn upon the paper and he can punch holes around it, making the distances as accurate as possible. This he can then name a ball, and attaching to it a line—a balloon, or with a few modifications, he can make an apple, pear or tomato, and many other forms. Next, he can experiment with a square, and from this he can evolve a window frame, or a picture frame, or the front of a house. As his inventiveness becomes greater his interest will grow.

When he has become somewhat expert in handling his material he will demand more difficult tasks, and then cards of lightweight Bristol board may be given him or heavy Manila paper. Short hatpins or flower pins may be used to pierce the holes, or a very heavy needle, the end of which has been first thrust into a match stick, or, of course, it is easier to manipulate the regular kindergarten needle, which has a wooden handle.

With this material and the pricking pad the child may make smaller holes, which can be pricked closer together, and he may follow a drawn outline, or, if he is able, can prick objects with which he is familiar—free hand. Indeed, there are ideas all about him—fruits, flowers, birds, animals, leaves, vegetables, boxes, utensils of all kinds, or any other objects which is simple in outline and lends itself to reproduction. These objects, when finished, may be colored in crayons or water colors. Transparencies, to be hung in the nursery window, can be made from them; book marks, calendars and book covers are also adaptable for this purpose, and a letter rack is most attractive when made from two good-sized cards, which are held together at one end and braced at the sides with ribbon and hung up by a cord. Indeed, a child will always take far keener interest in his work if he has some object in view or something to make. An unusual note is gotten by gutting a wash of color over the surface of the paper before pricking it, and the white pricked holes will then show with quite a decorative effect. Another pretty idea is to prick a conventional border around the edges of a pricked picture.

## FASHION BITS

Flat hats still have their trimming on the brim.

Every kind of imitation agrette seems to be in favor.

Embroidered crepe de chine is a charming new fabric.

Almost all the velvets now used are of the chiffon quality.

Wool ratines are still in great favor for winter wear.

Ostrich plumage is again being used as a hair ornament.—Washington Herald.

## RAINBOW JELLY

Every time I make jelly of any kind I pour a little, about an inch, in a pretty jelly glass, and set it away until next jelly-making. When I pour an inch more, of a contrasting color, in on top of the first, writes a contributor to the Woman's Home Companion. I expect to get six or seven colors in finally. Of course my friends will try to classify the kinds, so I flavor some with other fruits. I boiled mint leaves with my apple jelly, which gave it a fine mint flavor. Then I flavored and colored the jelly with a few Oregon grapes.

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OPINIONS IN LETTERS RECEIVED FROM OUR CUSTOMERS

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"I have been using this flour for some time and like it very much. It has almost entirely taken the place of other kinds of flour on our table. We prefer it as a matter of taste and for its nutritive qualities."

"I am a strong advocate of Entire Wheat Flour and think that it is very nutritious. I would be pleased to have one of your cook books."

"Kindly send me recipe for raisin bread. Have used your Franklin Flour with excellent results."

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The Monitor Is the Paper for the Home

## DAINTY GARMENTS FOR BABY

Embroidered sacque of white cashmere

IT is perfectly natural for a woman to love to make pretty little garments for babies. But if she is fond of needlework, the making of these dainty wrappings will be a positive joy, says a New York Press writer.

In these, the best materials, the choicest designs and the finest needlework are blended, for embroidery on infants' clothing should always be simple in design and delicately executed.

Only the softest, most delicate color tones are allowable—pale pink, tender blues and the faintest lavenders are alone in good taste. Either these shades or all-white are seen in infants' layettes, and when either color is chosen it is adhered to in the entire outfit.

A pretty little sacque of white cashmere embroidered with pink or blue makes a charming gift for an infant. Patterns for these small garments can be bought for a few cents, and after the material has been cut out, the embroidery design is stamped around the edge and on the cuffs that finish each little sleeve.

A lining of soft Japanese silk should be cut with the cashmere and basted firmly around the edge, so that when the scallops that edge the sacque are worked the lining will be caught in with the outside.

Before the embroidery is started the sacque is joined at the underarm and shoulder seams, which are finished with feather stitching to keep them flat. This done, the design on the sacque is worked after it has been padded slightly with soft darning cotton. The sleeves are then made, lined and the cuffs embroidered. The sleeves are sewed in with the seam about an inch in front of the underarm.

## NOVEL EVENING TRAVEL PARTY

Entertainment resembling game of authors

HAVING just returned from an enjoyable trip to Palestine, Egypt, and Europe, I resolved to share the pleasure of our experiences with the friends at home without burdening them with too many souvenir-books and too much monologue on the trip. The result was a series of "Travel Evenings" ("Memory Parties" I called them), which proved novel and delightful, writes a contributor to the Woman's Home Companion.

Invitations were sent out in the form of yellow railway folders decorated with locomotives, steamers, porters in uniform, station scenes, etc., and bearing the words, "Mr. and Mrs. Bruce Hill invite you to join their select touring party, which leaves 111 King Street at 8:30 o'clock on Tuesday, Sept. 3rd, sailing by S. S. Memory for Egypt, Palestine, and southern Europe, and returning by the Weesma Hours." The four girls who conducted the guests to their dressing rooms, marked the tally-cards, and served at the lunch-counter, were dressed as Cook's guides in smart blue suits with brass buttons, and conductors' caps with the label "Cook's." The tally-cards were in the form of small steamer trunks and suit cases.

Of course each "tripper" returns loaded with picture post cards of the places visited, and, equally of course, nobody ever looks at them. Having remarked that much post cards is a weariness of the flesh, I designed a way by which people looked at and enjoyed them without being bored. The game was based on the well known "Authors" cards with scenes from each country being used instead of those containing names of books. I found that in the pauses of play they took much pleasure examining the cards they held in their hands, many questions being asked, and pleasant reminiscences were recalled by the scenes depicted.

I took five pretty colored views of the most characteristic scenes in each of 12 countries, making in all 60 post cards for each set or table. The 24 guests found their partners by matching post cards cut in two in irregular fashion. At each table six were seated, the winning pair moving up, with a general change of partners the usual way. After shuffling and dealing, the ob-

ject of the players was to secure as many complete "countries" as possible; for instance, a player with two or three of "Greece" in his hand would try to fill out "Greece" by asking for Greece 3, or Greece 5 (the ones he lacked), forfeiting his turn if the player asked failed to have the card. That player then had his or her turn to call for cards to fill out his countries. There is need for continual vigilance; a player having only one card of a country may, when he gets a chance to call, get the other four if he has been wide-awake, noting where they are from the requests made. At the end of the game the partners with the largest number of "countries" to their credit move up. At the end of two hours the players are quite familiar with the scenes of the various countries, and are longing to take the next line abroad. An imitation of a railway whistle and the clanging of an engine bell call a halt and the "Cook's" girls collect the tally-cards.

Supper is served from a long buffet fixed like a station lunch-counter. Railway maps and posters deck the dining room; the sandwiches and patties are under glass covers, and there is much rush and laughter as each seizes his plate or ice cream cone and makes off with it to a cozy corner. The orchestra in the meantime plays music of many lands. A collapsible silver drinking cup in a small leather case goes to the winning gentleman, while the winning lady receives a framed reproduction of one of the great Madonnas, or an interesting travel book. The consolation prizes are tiny toy engines and steamers, or a curious Dutch or French toy, or an Egyptian puzzle.

## CHAIR SEAT

If you need a new seat on an old chair, tear denim, brown or green, into two-inch strips, and fold in the cut edges, making an inch strip. Weave these strips as any basket splints are woven, first placing all the strips in one direction, then weaving the others through alternately, keeping the smooth side up. Old braid could be used, but denim is stronger.—Good Housekeeping.

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# FASHIONS AND THE HOUSEHOLD

## HOW THE LINOLEUMS ARE MADE SHOULDER CAPES ON THE COATS

Plain printed and inlaid varieties

One of the features of winter fashions

LINOLEUM is essentially a plastic "cement" of oxidized linseed oil and ground cork, applied to a prepared burlap backing with heavy pressure. The cork is full of microscopic air cells, which make it remarkably non-conductive to heat and cold. It has a velvety "clinging" texture and is efficient as a non-slipping material. Linoleum never wears shiny, nor does it become slippery when flooded with water or grease, says the Carpet Trade Review.

Moreover, cork grinds to an impalpable powder, which mixes with the oxidized linseed oil into a homogeneous cement. Thanks to the elasticity of both the cork and the oil this cement is exceedingly soft and quiet to the tread. The first step in oxidizing is cooking the oil in huge pots. This cooking drives off part of the moisture and thickens the oil. But the oxidizing proper is done by exposing the oil in thin layers to direct action by air. Up in a high building, some 80 feet from floor to ceiling, are hung long sheets of cambric or scrim, the full height of the building. These sheets are then flooded day after day with boiled oil—each flooding trickling down, leaving a thin deposit of oil and impalpable minute bubbles of air. This flooding continues for weeks, until the "skins" are some three quarters of an inch thick, when they are cut down. The dark rubbery skins are then cut up and put through chopping and mixing machines together with the ground cork and the desired pigments. The mixing machines knead and cut and roll the materials together into the "cement"—a stiff, tenacious mass, which is then ready to be applied to the burlap backing.

Three general types of linoleums are made:

**Plain**—Where the compound is applied in one solid color to the backing, and is left without other decoration.

**Printed**—Where a decorative pattern in various colors is printed on to the surface of the plain goods.

**Inlaid**—Where the decoration is formed by arranging pieces of various colors in a predetermined pattern.

In making the plain linoleum, the compound is applied to the burlap by a calender, or rolling machine. The linoleum is then "cured" by exposure to heated air for several weeks and is ready for either the market or the printing machines.

Linoleums are printed with a series of "blocks"—a block being provided for each color to show in the finished pattern. The blocks are assembled in the printing machine, with devices for keeping them wet with liquid color. The machine has a long table on which the plain linoleum moves forward step by step, getting a new color at each step. After printing, the linoleum is again hung up in heated air, to set the colors, and is then ready for market.

Straight-line inlaid linoleums are the finest examples of their class. The colors run through to the burlap and are permanent during the life of the goods.

Today the various colored composition is fed into the inlaying machine in the form of sheets which have already been rolled out. Each color has its own dies, which punch out the pieces (the "tes-

serre") and press them on to the burlap. The inlaid is then put through hydraulic pressure, which squeezes the tesserae firmly into the burlap and welds them into one seamless sheet.

The molded inlaid is produced somewhat differently, the composition being applied in a granular state through a series of screens. These screens are arranged to deposit the granules in blocks of different colors, forming the pattern, which is then compacted to the burlap by tremendous pressure. Like the plain linoleums, the inlaid is "cured" for several weeks.

## LIVING ON A REDUCED INCOME

Figures given by a plucky housewife

WE HAD been running our household comfortably and serenely on four thousand dollars a year, when suddenly our capital shrank to one-fourth that sum, with which we had to provide shelter, warmth, food, clothing and happiness for three adults and three half-grown children, writes a contributor to the Ladies Home Journal.

One of the fortunate circumstances in our case was that we rented our house by the month. We gave notice at once, and our maid had her notice the same day.

We live in a busy little middle West city of twenty-five thousand people. In our search for a house our choice finally rested on a place lying in the outskirts, where a piece of land had been platted by a development company and some houses built, for some reason, had failed to sell readily. The neighborhood was clean and wholesome, with good roads, good sidewalks and a trolley line only three blocks away.

We went over the ground several times, asked questions of the neighbors and got the bearings of the place in all its relations. Then we went to the agent and asked for terms. He picked out one of the smaller houses, said he would put it in good repair and lease it to us for fifteen dollars a month. Of course, we had to add our carfare to the rent.

The house and its surroundings seemed to dovetail exactly into our new habits of spending. They were the hallmark of our new financial standing, which put us in touch with the right tradespeople and protected us from the social claims we could not meet.

I had kept accounts and knew pretty accurately where our money was spent, but I had never actually known the necessity of making income meet outgo in the household expenses. So I adopted a device for handling the weekly income that acted as a sort of cash register.

I took two pasteboard boxes of convenient size and divided them into compartments by means of pasteboard slips. The divisions of the first box were labeled "Groceries," "Meat," "Milk," "Washing," "Rent," "Fuel," "Carfare" and "Incidentals." Every week each compartment receives its share of the family income, and there is a household law that not one penny shall be borrowed from one account by another. The only account that

SHOULDER capes are to be a distinctive note in fashion's song during the coming season, writes the Paris correspondent of the New York Press.

A very chic costume was noticed the other day of blue serge trimmed with black satin, heavily braided and having a Robespierre collar and revers of chambray suede.

The coat was belted in at the slightly raised waist line with a narrow black patent leather belt, and from that point it fell in long, rather full lines almost to the knees, where it was cut away to a deep curved point in the back.

A cape of black satin, a shallow cape,

just turning the shoulders, opened in front to reveal the revers, which could be laid back or fastened close up around the throat, as the wearer desired.

Cuffs of the braided satin finished the long, close-fitting sleeves, and on each side of the front and directly in the center of the back was a tab of the satin with a rounding point that fell from the waist line for about 10 inches. Large braided buttons were used to fasten the coat and also to trim it down each side of the skirt.

The skirt of the gown was plain, excepting for an inverted double box-pleat in the center of the back.

A triple cape, made of three small capes graduated in size, is placed over the shoulders of a topcoat of heavy gray cloth. This also has a standing collar, which can be laid flat, with wide-open revers squared off on the edges. The coat fastens with two large cloth-covered buttons, rimmed with bone, a little below the waist line; but it can also be buttoned close up around the neck in cold weather. Very deep cuffs—and these, by the way, are a feature on many of the new models—are of black velvet, lapped over and held in place with buttons. The coat is otherwise plain, showing no pockets. These, however, are on the inside.

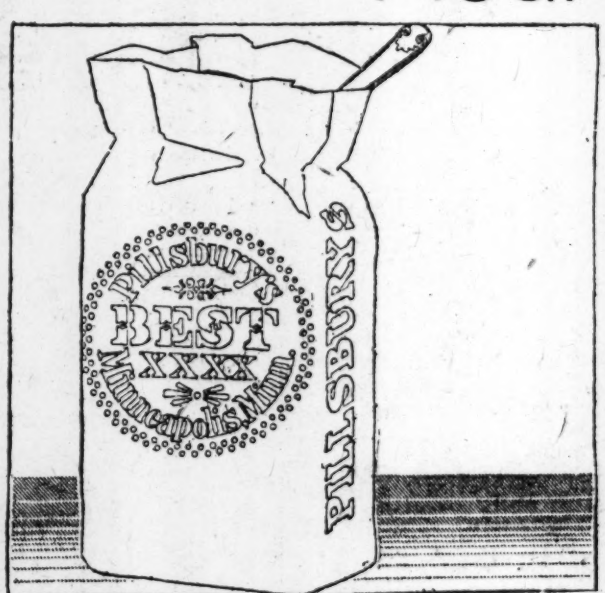
An evening wrap of sable broadcloth has a cape that extends well below the shoulders, and this is of sealskin. It is cut in one with a high collar that can be rolled over flat, revealing a satin lining. This is cut with two points, each finished with a tassel of silk.

The coat hangs in loose straight lines to its hem, is lapped diagonally across the front and fastens with large fancy buttons, having the buttonholes set in pointed tabs stitched with several rows of heavy stitching. Deep cuffs are also of sealskin.

On an evening wrap of old-blue charmeuse the shoulder cape is of gold-colored satin, heavily trimmed with gold lace. It is cut to fit the shoulders closely, with a straight edge in the back and deep points in the front, which are held together with ornaments of gold.

Loose half sleeves have deep cuffs of the same, and a curious panier drapery is shirred in around the skirt of the wrap, which is otherwise plain below the waist line.

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The modern flour is of a rich, creamy color. On the one hand all indigestible bran and dirt has been removed by the washing, scouring and bolting. On the other, all excess of white starch has been eliminated. The rich, creamy color marks the presence of the *Strength-Producing Gluten*. In

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the shade of cream, which marks the perfect flour, is secured by *Exact Test*. A large and expensive Testing Laboratory, under the charge of Experts, is ceaselessly at work on this important feature.

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This is but another reason why you should buy

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## HAPPY MEDIUM DINNER MENU

Thanksgiving feast without turkey

AS A "happy medium" dinner for

Thanksgiving, the Woman's Home Companion proposes the following menu: Grapes, clear consommé, celery hearts, olives, salted butternuts, creamed fish in potato croquettes, roast chicken, pimiento timbales with boiled rice, cauliflower au gratin, orange, prune and nut salad, marmalade pudding, little fruit cakes, crackers and Brie cheese.

The grapes may be served either in the glasses used for the purpose or in their own golden bowls.

The fish may be halibut, haddock or salmon. Get a pound and boil it in the usual way. Then drain and press through a sieve. There should be one and one-half cups. Make a Bechamel sauce, and just before removing it from the fire add a little lemon juice and the beaten yolk of an egg; place this with the fish where they will keep hot. Mash some hot, boiled potatoes; add seasoning, butter and a little cream, with the yolk of one egg. Shape the potatoes into little box-shaped croquettes, and dust thickly with powdered crumbs; brush with egg and milk; crumb again, and fry in deep, hot fat in a basket till they are a beautiful brown; lift out carefully and drain. Remove a part of the potato from the centers. Mix the fish lightly with the sauce, and fill the cavities with this.

A pair of nice plump, young fowls, stuffed with a plain bread or oyster stuffing and roasted upside down, in the same manner as a turkey, would be equally delicious. They should be well coated first with a mixture of one half cup of creamed butter and one fourth cup of flour, with sufficient salt and pepper added to season them well, and frequently basted with butter and hot water when they begin to brown. Corn fritters are nice to serve with the fowls, or small pimientos filled with well-seasoned boiled rice or creamed samp.

Prepare the cauliflower, and steam until soft; then separate flowerets into

small pieces, and mix with two cups of rich cream sauce, and put into buttered ramekins; cover with buttered crumbs and grated cheese, and cook in the oven until the crumbs are brown.

For the salad select a pint of choice prunes, and soak them over night in just enough water to cover them, and in the morning cook them till tender in the same water; then take them up, drain, and cut into halves, and remove the stones. Cut one half pound of blanched almonds or pecan nuts into strips, and separate the seeds and membrane from the pulp of two oranges. Divide one small orange into sections, and reserve a few of the prunes and nuts with these for a garnish. Sprinkle a little salt and paprika over the fruit and nuts; mix them with a little cream dressing, pile in the center of a low salad dish on a bed of lettuce, and ornament the top and sides with the remaining nuts and fruits and more of the dressing.

Marmalade pudding is particularly nice; but instead of the frozen sweet there may be a charming old-fashioned mince pie, made rich with fruit and deliciously spicy; or the pie might be one of pumpkin, "the queen of all pies," made with plenty of eggs and good rich milk. Bake it brown and cover top with whipped cream.

## FRESH ROSETTES

To have fresh rosettes and strings for baby's bonnet at a moment's notice, embroider an eyelet at each corner of the bonnet where the ribbons are usually sewed, says Good Housekeeping. Have on hand a supply of small rosettes with ends attached to serve for strings. Slip the ends through the eyelets and the bonnet is ready to tie. If the ribbons become soiled or a different color is desired, the change may be made instantly with no time wasted in ripping off old ribbons and sewing on new ones.

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## WORTH KNOWING

If silver is to be stored away for some time, pack it with dry flour and it will remain untarnished.

Before sealing fish you should dip them in boiling water for a moment; they will scale much more easily.

When the cream is too thin to whip, add the unbeaten white of an egg. You will have no trouble whipping the cream.

The edge of a silence cloth should be finished with a buttonhole stitch, not too close. A hem makes a ridge under the tablecloth.

A delightful way to serve tartar sauce is to cut a lemon in half, clean out the inside thoroughly and then fill the halves with the sauce. One is served to each guest. When fish is served, the little lemon cups are placed around the edge of the platter and one served to each guest. By this method the sauce remains firm instead of melting into a liquid when put into a warm plate.—Washington Herald.

## BOUDOIR SET

Muslin embroidery combined with imitation flut lace makes up into a charming type of boudoir set consisting of sofa pillow slip, cushion for head rest and toilet table, scarfs for bureau and chiffonier, and cover for the tea table. Squares of muslin placed end-to-end with equal-sized squares of flut form the sofa pillow slip, the scarfs and the table spread, all of which are edged with the flut set on wide lace and mounted over sheets of thin silk, says the New Orleans Picayune. The pincushion is composed of a single square of muslin embroidery flanked by panels of lace banding and edged all round with lace and each article is trimmed with big bows of satin ribbon matching the shade of the lining when veiled. White trimmed and mounted with pale blue is lovely, but it is also charming with delicate pink, green or mauve and with straw color.

## CLEANING A SHAWL

To clean a wool shawl, make a good lather of soap and warm water, just comfortably handhot, and squeeze the shawl in this with both hands until it is clean. Do not rub any soap on the garment, says the Commoner. Then rinse the article in several waters of about the same temperature as the suds, squeeze the water out, or run it through the wringer, but never wring with the hands. Lay the shawl on a clean cloth to dry, heaping it loosely and moving it about occasionally; when nearly dry, spread a clean sheet on the floor and pin the shawl out to its proper size on a line unless you want it stringy.

## BRASS FIRE SETS

You can get a good brass fire set, new or old, for from \$6 up. If you buy an old one be sure that the individual pieces are practical, says Harpers Bazar. Frequently the elaborate openwork in the shovel makes shoveling with it an impossibility. A brass coal-hod will cost about the same, and the andiron also. If you get new fireplace fittings you can have them finished in any tone of brass you prefer, antique, brown, etc. The price will be a little higher if you have the best brass and best work.

## PUT IN BAG OF BLUE

To keep a white silk dress from becoming yellow looking make a long bag of blue cambric. Place the gown on a coat hanger and the bag over this.—Newark News.

## MEATS

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PACKING HOUSE, PEORIA, ILL.

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## New York

## Dress Wisdom



HERE'S art in woman's attire—the gown proclaims the woman. The woman may select the gown, but the gown has its sure effect on the thought, action and character of the wearer. And our characters influence all whom we meet.

Dress is the chief factor in environment. And environment shapes, molds, colors and tints our lives. Wise dressing means poise, good taste, happiness and sweet content.

The well-dressed woman blesses and benefits herself—and the world—for she adds to its joys. And we cannot imagine a woman well dressed without Naiad Dress Shields. They add the final assurance of cleanliness and sweetness.

Naiad Dress Shields are a necessity to the woman of delicacy, refinement and good judgment. They are grateful to the skin. As they are made without rubber, they do not have its unpleasant odor.

They are quickly and efficiently cleansed by immersing in boiling water for a



few seconds. To be obtained at stores, or a sample pair sent you on receipt of twenty-five cents. Every pair guaranteed.

A handsome colored reproduction of Coles Phillips' beautiful drawing on heavy paper, 10x12 inches, sent for 10 cents. No advertising.

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WILL HAVE MILLION  
DOLLAR ENDOWMENT

Undergraduates and Alumni  
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tributed to Fund for Pen-  
sions and Faculty Salaries

## SPIRIT OF LOYALTY

PROVIDENCE, R. I.—When President William H. P. Faunce of Brown University announced last commencement that the \$1,000,000 addition to the endowment fund had been completed he announced the end of a campaign which for many reasons attracted wide public attention. Every alumnus of the university in six of the largest cities in the East was given an opportunity to assist in the work and every prominent alumnus in any section of the world, outside those cities, was requested by mail to take up his share of the endowment.

"What means more to us than the large contributions," said Dr. Faunce, "is the spirit of loyalty that was displayed."

The addition to the endowment is to be used as a permanent fund for the increase of salaries of professors and instructors in the university and for the pensioning of professors at the age of 70 years. When the campaign was commenced the scale of salaries for professors at Brown ranged from \$1600 to \$3250.

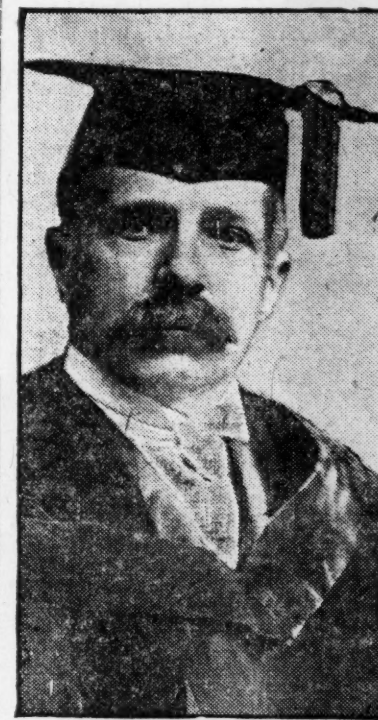
The endowment movement started in the fall of 1910, and for a year the general endowment committee, consisting of William V. Kellen of Boston, Cornelius S. Sweetland, Stephen O. Metcalf, Stephen O. Edwards and President Faunce, all of Providence, conducted a more or less private endowment campaign among alumni of wealth.

During this portion of the movement, the General Educational Board was induced to contribute \$150,000 to the men's college and \$50,000 to the women's college on condition that the balance of \$1,000,000 be raised before June 30, 1912. With this as a nucleus, the general committee succeeded in raising a little less than half the required sum, by December of 1911.

It was then that the public campaign for contributions was commenced. On Jan. 17, 1912, an undergraduate committee of 40 was appointed at a students mass meeting, to solicit donations, large and small, among the students then at Brown. At the same time an alumni committee of 125 was appointed to do similar service among alumni of Rhode Island. At this meeting Dr. Faunce made the following plea:

"The fortunes of Brown University and the state of Rhode Island are bound up together. Probably one half of our working capital came to us directly out of the industries of this state. Our entire income is spent in this state. The university asks nothing for itself except the privilege and means of public service."

"It has no use for any dollar except to use that dollar in enabling young



DR. W. H. P. FAUNCE  
President of Brown University

men and women to find themselves and fight for the common good.

"We want not only funds; we want stockholders in our enterprise. We want every citizen and every person and business firm to invest with us in the making of better, larger, abler citizens of Rhode Island."

That day the undergraduate contributions to the fund totalled \$5313.

The university issued special bulletins showing the work that has been accomplished. It was stated that Brown gave to the country 20 governors, three secretaries of the United States, 70 justices of the high federal and state courts, 15 ambassadors and ministers to foreign countries, and 70 members of Congress.

The alumni committee divided among its members the names of every alumnus of Brown in Rhode Island, and so far as was possible, a personal appeal was made to every such alumnus.

In Boston, New York, Chicago, Philadelphia, Washington, and Pittsburgh, committees were likewise appointed to make personal appeals to every Brown graduate in their respective districts. All returns were made public in the Providence daily newspapers.

The general endowment committee sent by mail to every alumnus or former student at Brown, no matter what part of the world situated in, a request for assistance. They came from China, Burma and other faraway places where Brown men or women are serving as missionaries. Hardly a state in the Union but was represented on the roster.

Contributions ranged from 25 cents to \$50,000. They were received from some of the country's most wealthy men and from some of the most lowly, in wealth. From January until June the public campaign was carried on, the total sum mounting up well toward the million. But it did not reach that sum, and at this point 16 alumni, who had already made contributions to the fund, bound themselves by written agreement to make up any deficiency in the million which might be found on June 30.

These men were called upon to donate, under that agreement, a sum approximating \$11,000.

At commencement Dr. Faunce an-

nounced that the \$1,000,000 was assured. The money is now being collected, two years having been allowed in which the pledges might be redeemed in money.

Already a special committee of the corporation is working upon a readjustment of the salary list for the university, and at the same time making preparations for commencing a pension system. The fruits of the campaign, according to Dr. Faunce, will not be realized for perhaps two years, but in his opinion the additional endowment fund has enabled the university to enter the field for the best professors in the world, and to offer to its students the best instruction obtainable.

COUNTRY'S CAPITAL  
VALUES COMPARED

WASHINGTON—From 1900 to 1910 the capital value of agriculture increased from \$20,439,901,164 to \$40,991,449,090; the capital value of manufactures from \$8,975,256,000 to \$18,428,270,000; the cost of road and equipment of the railways from \$10,263,313,400 to \$14,387,816,000.

The gross value of the products of manufacture increased from \$11,406,927,000 in 1900 to \$20,627,052,000 in 1910. The total operating revenues of the railways increased from \$1,487,044,814 to \$2,750,667,435. Thus the increase of \$1.2 per cent in the gross value of manufactured products was accompanied by an increase of 105.3 per cent in manufacturing capital; while the increase of 85 per cent in the total operating revenues of the railways was accompanied by an increase of only 40.2 per cent in their cost of road and equipment.

The capital value of agriculture includes all farm property, land, buildings, implements, machinery and live stock as enumerated by the census. The capital value of manufactures, as defined by the census, includes the value of property employed for the purposes of production, excepting rented property, but does not include any allowance for patent rights or good will. The capital value of the railways used in this comparison is the "cost of road and equipment" as it stands on their books and as reported by them to the Interstate commerce commission.

The report of the bureau of the census for 1900 indicated that the gross capitalization of the industrial combinations then in existence was more than twice as great as their capital value. The gross capitalization of the railways was about 12 per cent greater than the cost of road and equipment in 1900, and 28 per cent greater in 1910. The net capitalization of the railways, which is the amount for which they are responsible to the public, almost exactly coincided in 1910 with the cost of road and equipment.

Because of the peculiar nature of the industry, it is impracticable to arrive at a satisfactory and comparable estimate of the net return on the capital in agriculture. The greater similarity of the manufacturing and railway industries permits estimates of the return on capital that in a broad and general way are comparable. Approximately, the percentage of net return on the capital value of manufactures in 1900 was 17.119 per cent and that on the cost of road and equipment of the railways 4.650 per cent. In 1910, when the capital value of manufactures had increased 105.3 per cent, the percentage of net return was 12.041 per cent, while on the cost of road and equipment of the railways, which had increased 40.2 per cent, the percentage of net return was 5.729 per cent. That is, in 1900 the percentage of net return on capital in manufactures was nearly four times as great as that on the cost of road and equipment of the railways; in 1910 it was over twice as great. In both cases the interest on capital is included in net return.

While these comparisons are subject to qualification, it is not believed that, were absolutely accurate and comparable data available, there would be any substantial change in the general conclusions.

These facts and figures which are based on official statistics of the United States government are from Bulletin No. 39 of the bureau of railway economics.



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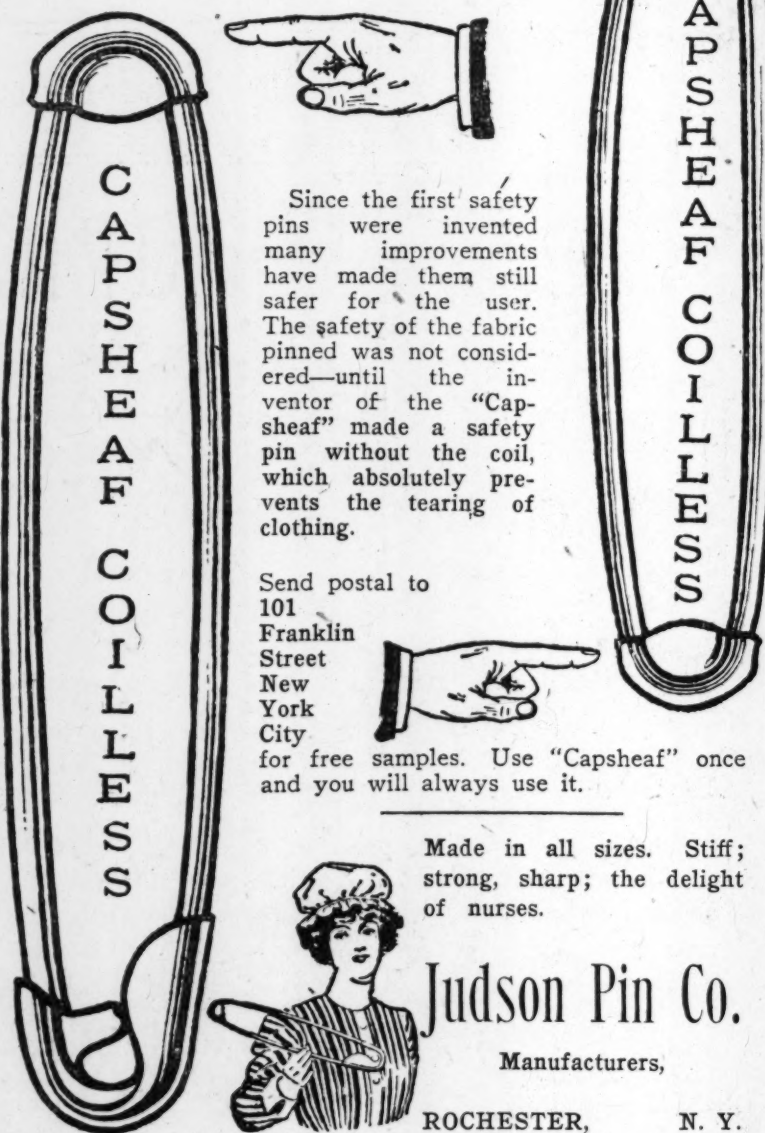
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## NEW HAVEN CHAMBER OF COMMERCE DOING GOOD WORK FOR CITY

Secures Appropriation From Congress of \$1,250,000 for New Federal Building and Postoffice

### ALL UNITE IN EFFORT

NEW HAVEN, Conn.—The Chamber of Commerce of New Haven has set the pace for other commercial organizations in Connecticut by its successful efforts in bringing out unity and cooperation among the citizens of New Haven.

The chamber was organized under a

commission bill was the direct result of the campaign of education carried on by the various business men's associations throughout the state.

What is now known as the Business Men's Association department of the Chamber of Commerce conducts a credit and collection bureau. This bureau collects accounts on a commission basis and furnishes information regarding the financial standing of persons asking credit, especially on retail purchases. The business men's department is now working out a plan which will protect its members against fraudulent solicitors for contributions to charities. It is proposed that all solicitors be required to obtain a certificate from the secretary of the association, this certificate to be issued only after an investigation of the organization seeking funds has been made and the object found to be a worthy one.

The New Haven Publicity Club, which has carried on a vigorous advertising campaign for boosting New Haven, will probably be consolidated with the Chamber of Commerce in the near future. The Publicity Club's latest accomplishment is the erection of a large sign 150 feet long and 30 feet high, which stands on

of Commerce. This celebration was conducted on a magnificent scale, at an expense of \$60,000. The opening event was a monster military, civic and industrial parade. This was followed by five day and evening performances, consisting of folk dances by 1000 children, high wire and trapeze acts, day and night fireworks, Pain's "Fall of Pompeii," closing with a concert by a brass band of 100 pieces.

### Improvements

The Chamber of Commerce is now actively cooperating with the officers of the New York, New Haven & Hartford railroad in carrying out the plans of City Engineer Ford for a suitable approach to the new railroad station, which the road will soon erect, also harbor front improvements. The extensive plans proposed are of almost importance to the future development of New Haven. The magnitude of the work proposed can best be realized from the announcement that the railroad plans to spend \$6,000,000 on its share of the improvement. The cost to the city, if all of the recommendations are adopted, will be approximately \$1,000,000.

The headquarters of the chamber will

## VIEW OF NEW HAVEN'S "GREAT WHITE WAY"



When it held the "Great White Way" celebration New Haven adopted the slogan: "Our Elms—New Ideas—New Haven"

written constitution adopted on the ninth day of April, 1794. Its present membership of over 1200 manufacturers, merchants and professional men makes it the largest body of its kind in Connecticut. Under the able leadership of President I. M. Ullman the membership has been doubled and the public spirit of the city awakened to the immediate possibilities of making the "City of Elms" a most desirable place in which to live and do business.

During the past three years Charles E. Jolin has most ably filled the position of permanent secretary to the chamber. To quote from a recent address by New Haven's progressive and energetic mayor, Frank J. Rice: "A well-built and well-kept city, stretching from fertile suburbs upon the breeze-swept hills to the sands of the ever fascinating shore; abundant sites of limitless opportunity for the manufacturer; a noble university center with its varied charm and activity; and, finally, a body of citizenship of the loftiest of aims and character—these are assets upon which New Haven bases its plea to the home seeker and business man to turn hither and enjoy ideal American life."

### Outside Capital

The chamber is ever active in its efforts to interest outside capital to come to New Haven. The secretary's office is kept busy answering inquiries about New Haven's advantages, putting purchasers in touch with those who sell manufactured goods and securing introductions for strangers who contemplate locating in New Haven.

In 1910 the chamber started a movement looking towards a union with the New Haven Business Men's Association and on July 1 of the present year the two bodies were consolidated.

The Business Men's Association was organized in 1894. Its membership is made up largely of retail merchants. The New Haven association was largely instrumental in organizing the State Business Men's Association of Connecticut, an organization representing 35 local associations. It is the largest commercial body in Connecticut. The passage by the Legislature in 1911 of the public utilities

the meadows west of the city facing the tracks of the N. Y., N. H. & H. R. R. The background is yellow, the lettering Yale blue, the border pea green. The wording is: "Stop at New Haven. Always busy. The city of prosperity for more than a century. Advantages unexcelled. Let us prove it. New Haven Publicity Club."

### Electric Display

Soon after the chamber began holding weekly luncheons with an attendance of from 150 to 200. The results of these luncheons far exceeded expectations. Here the live business men enlarged their acquaintance, rubbed elbows, listened to interesting talks on various topics, and discussed in a free and informal way the needs of the city and practical methods by which the various problems should be solved and worked out. It was at this time of the "Great White Way" celebration that New Haven adopted its slogan: "Our Elms—New Ideas—New Haven."

Again, "setting the pace" the chamber has recently inaugurated the first permanent exposition of local manufacturers in the United States. This has attracted the attention of scores of other cities in this country and Europe. More than 70 manufacturers have installed exhibits of New Haven-made goods in this exposition. The effect of this experiment has been to create a civic pride and a community interest among the manufacturers themselves and among the people employed in the city's factories.

### New Haven Week

Through the efforts of the chamber an appropriation of \$1,250,000 has been secured from Congress for a new federal building and postoffice, to be erected on the site of the old Tontine hotel, facing the central green. Work on this building will commence within a few months.

The "Great White Way" celebration was but the forerunner of a greater event. New Haven week celebration took place on Sept. 19, 20 and 21, under the auspices and supervision of the Chamber

be moved on Dec. 1 to a new nine-story building known as the Chamber of Commerce building. This structure becomes one of a most remarkable group of municipal and business buildings forming a civic center around New Haven's historical green.

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568 White and silver, winter weight merino - - -	
597 White, winter weight, merino, fine rib - - -	
618 White, medium weight, silk and wool - - -	
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Section Three

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER, 27, 1912

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### SUGAR BEET GROWTH

By GOV. JOHN F. SHAFROTH

THE development of Colorado as an agricultural state has been little short of marvelous when we consider the alluring offers to attract the people elsewhere. Great as is Colorado in the variety and extent of her mineral resources, her splendid reaches of plains and mesas have made her more famous as a state producing grains, grasses, sugar beets, potatoes, melons, fruits and nearly every article of husbandry that grows in the temperate zone. Her population in 1880 was 194,327, and in 1910 was 799,024, the last decade adding 230,000 to her population. From a mining camp, with little and there a rich valley sparsely settled with farmers and ranchmen, she has become a great agricultural state as well as the greatest in the Union in volume of her production of precious metals, and the leading state of the West in volume of coal. Her mines of gold, silver, lead, zinc, tungsten and other minerals have furnished the farmers a splendid market, and the expansion in agriculture has more than kept pace with our other industries, so that we are now supplying other states with hay, grain, fruits and the manufactured products of our farms.

### Farm Figures

Let us look at the expansion of agriculture in Colorado as revealed by the cold facts of the United States statistical abstract. In 1880 we had 4500 farms, in 1910 we had 46,170. In 1880 these farms were valued at \$41,991,650. In 1910 they were valued at \$491,471,806, and yet of our 66,526,720 acres of land in Colorado but 4,302,101 acres were improved farms in 1910, with 9,230,012 improved acres under the designation

of unimproved farms. The expansion of our farm area has been great since 1910, and it is estimated that fully 6,000,000 acres of farms are now under cultivation and that nearly 5,000,000 acres are under irrigation, many new reservoirs having been completed last year and having received their initial filling from the surplus of the spring freshets and the surplus of the past summer.

### Better Methods

The farmers on her semi-arid land have learned by experience how to farm and a vast new acreage is continually

the feeding of cattle, hogs and poultry these lands, which, for the most part, are level, free from rock and as fertile as any land on earth, are coming into wide appreciation. They lie mostly in eastern Colorado and at a level of approximately 5000 feet above the sea and less toward the Kansas, Oklahoma and Nebraska borders. Their proper development is one of the chief concerns of the state, and in Colorado's salubrious climate with conditions so favorable for breaking the virgin soil they require but prudent farming to render these granaries of vast import to the future of the state.

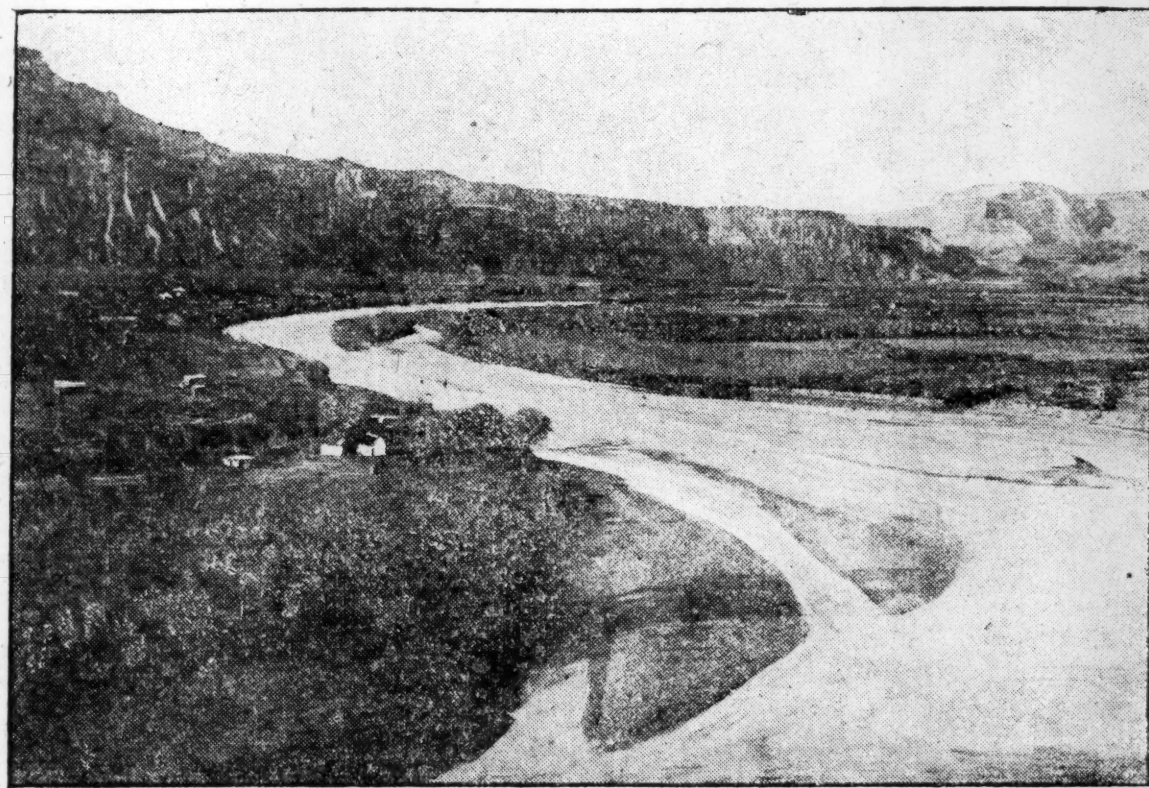
### The Sugar Beet

Colorado's agriculture has received great stimulus by the production of the sugar beet which was started near the beginning of the century. In the decade a new crop, that of sugar beets, has grown until now the state produces upward of \$15,000,000 worth of sugar each year, there being 17 factories engaged in widely separated portions of the state in making sugar exclusively from Colorado beets. The sugar content is the highest of any because Colorado has 304 days of sunshine every year and the beets gather sweetness through the leaf and fiber from the sun's glow. Sugar beets need irrigation and plenty of water for washing and manufacture into sugar, so we find these factories in our best irrigated districts—scenes of teeming and teaming industry where the farmer and the manufacturer meet on common ground for their mutual profit. The added acreage of the present year promises to increase the value of the sugar crop immensely.

### Fruit Raising

While this is one of the most important developments of Colorado agriculture the fruit industry of the state is making great strides. The world is familiar with the Rocky Ford cantaloupe, which is grown extensively in the Arkansas valley, comprising several counties. They have great and deserved popularity in London, Paris and Berlin, and are exclusively used on the dining cars of several great railroad systems in the East and West, as well as upon ocean liners. The watermelon of that section is equally deserving of favor, while the peaches of the western slope of the Rocky mountains, as well as the apples of that section, are justly celebrated. Canon City apples have been world prize-winners and are distinguished for their beauty and flavor. Eight thousand carloads of apples and peaches were hauled by the Denver & Rio Grande

### PEACH ORCHARDS IN GRAND RIVER VALLEY



Colorado's fruit territory is widely expanding in the valleys and on the mesas of the western slope across the continental divide

railroad this year from the western slope. This fruit territory is widely expanding in the valleys and on the mesas of that section across the continental divide and it also produces splendid crops of alfalfa, potatoes and grain.

### Ideal for Dairying

The Greeley potato is one of the developments of Colorado farming under irrigation and it finds a ready and remunerative market everywhere, but this year the potatoes of Carbondale, the San Luis valley, La Plata, Montezuma and other southern and western counties, as well as from the mountain ranches scattered all over the state, are coming in great abundance. They are smooth-skinned, floury, excellent types of the Colorado tuber, unexcelled by potatoes of any nation. Colorado's production of \$3,118,000 worth of potatoes in 1910 will be surpassed by the value of this year's crop. Most of the soil of the state that is susceptible to farming responds gener-

ously to potato planting. The farms of Colorado produced \$90,000,000 in 1910 and yet it has been estimated that we import \$36,000,000 worth of dairy, poultry and meat products, all of which should be raised at home. We export heavily of hay in the form of alfalfa meal; of Colorado wheat in the form of flour; of Colorado's peerless barley in the form of malt; of Colorado canned peas which command the world's best markets, but we are importing products that are the most natural attendants upon good husbandry and we need dairymen and dairymen in large numbers, since our farmers seem too bent as yet upon the production of crops to the exclusion of the sidelines of the industry, which are so remunerative. The climate of Colorado and its pure water and rich grasses combine to make this the ideal state for live stock, dairy cows, sheep, pork and poultry. With a prosperous population able to buy the best, there is a home market for these products that

cannot be excelled, for Colorado's miners and factory employees have tens of millions to spend and they demand the best.

### Tourist Visitors

Besides this population this state is one of the most visited by tourists, and tens of thousands of people are here to enjoy the products of the farms, at all times, while many more tens of thousands flock here in the summer to enjoy Colorado's peerless climate. With a fine market assured, the best of schools and colleges and unsurpassed climate and environment of population equal to the best, how alluring then must be the prospect of owning a farm in sunny Colorado. In its purely material aspect we have the government Year Book for a guarantee of great returns. While the North Atlantic states raised 17.6 bushel of wheat per acre for the decade 1901-1910, Colorado's average was 25.7. Against 11.4 for the South Atlantic states, 15.6 from the North Central states

### RAPIDLY FORGING AHEAD AS POTATO PRODUCING STATE

The Greeley Potato Is One of the Developments of Colorado Farming Under Irrigation

### MECCA FOR TOURISTS

and 11.2 from the South Central states, this Colorado average of 25.7 stands the highest in America. Nor is this primary in grain production confined to wheat. For oats the Year Book gives Colorado an average for that decade of 35.33 bushels against 17.3 bushels for the South Atlantic states and 24.4 for the North Central states. In barley the average is 34.6 bushels as against 26.9 for the entire United States, and as to potatoes the average of the entire United States was 32.8 bushels per acre, while the Colorado average was 134.4. The lowest yield for Colorado during all that period was 100 bushels an acre and the highest average, taking in all the potato acreage in Colorado, good and bad, was 160 bushels per acre.

### Abundant Harvests

Is there any wonder when cold statistics show four times the volume of Colorado potatoes grown on an acre during an average of 10 years than is shown for the entire Union, that Colorado is rapidly forging ahead as a potato producing commonwealth? Surely she should be accepted as the Eden of the son of Erin.

With hay stacks mounted high in every field, the granaries and elevators filled to the bursting point, with the slicers and grinders of our factories making sugar from our beets, with trains laden with our glorious fruits hastening across the continent, with a soil and a climate capable of producing all the grains and fruits of the temperate zone, with a future surely destined to bring our farmers greater returns, we of Colorado gladly take part in The Christian Science Monitor's Thanksgiving and praise God from whom all blessings flow.

## Growing Sugar Industry in Hawaii Makes for Railroad Building

In Engineering Problems the Hilo Extension Parallels Those of Some of Famous Roads in South America

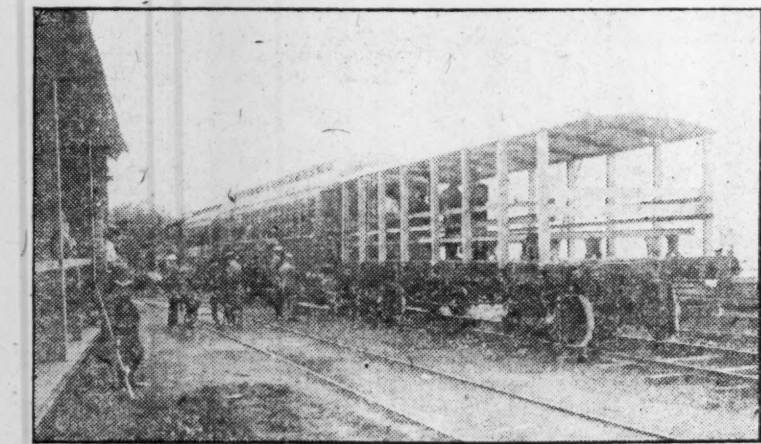
HONOLULU, H. T.—Railway development in Hawaii is reaching a point where it is noticeable. Beginning with a little spur of rails on the island of Maui, when Captain Holman built a few miles of track to accommodate the cane growers in his vicinity, it has reached a total of 207 miles. Considering the fact that until recent years all of the transportation around the islands was by vessel on the sea and by horse on the land even this comparatively small mileage shows good progress.

### Railroads Needed

With the development of Hilo, on the island of Hawaii, the growth of the sugar industry and more recently the advance of a new industry which has now world-wide publicity, pineapples, railways became a necessity in the transportation problems of Hawaii. Pineapples caused an extension of railways on Oahu and Maui. It will probably be the incentive to still greater railway development in Hawaii, but at this writing it is "King Sugar" that demands an expenditure of more than \$1,000,000 in the construction of a railway 37 miles long between Hilo and Paualoa.

In engineering problems the Hilo extension parallels those of some of the famous roads in South America. Water is a scarce and necessary article in the islands, for many of the plantations depend upon artificial irrigation and the streams had to be diverted for distances and then brought back to their natural channel. This meant boring through many hundred feet of solid lava rock in order that the water might have a free channel. Gulches hundreds of feet deep

### HILO EXTENSION RAILROAD SPECIAL



Plantation managers on inspection tour of road—This railway practically made Hilo

had to be crossed and rivers bridged with steel structures.

Within a few hundred feet of the very starting point of the road is the Wailuku river which, at the mouth, is several hundred feet wide. As it cannot be called navigable there were no obstacles in the way of bridging it close to the sea, near which is the railroad right of way, and on days when the wind blows stiff from the east the spray must wet the sides of the cars. Concrete and steel piles were necessary to the safety of the persons who use the road; less strong materials would not answer. From the moment of crossing the Wailuku there is a cut and for miles it is a series of cuts, fills and tunnels.

### Engineering Problems

Three miles from Hilo another and more serious crossing is made of a river that constitutes one of the beauty spots of the line. A cut is made immediately

after crossing, and two miles farther along the road, at an elevation of 200 feet from the sea level, the road crosses Onomea gulch, a span of 600 feet at an elevation of 300 feet. It is such changes in the physical aspects of the country that entitle this railroad to be called the scenic line of Hawaii.

More than 7000 lineal feet of steel bridges are used in the construction of this 37 miles of railway, besides the innumerable wooden structures. The farther the line gets from the starting point the higher the elevation of track-laying because the gulches are so long and so deep that the cost of construction would be beyond the point of profit-making at the rates steamer competition force the railway company to exact from patrons using it for freight or passenger traffic.

During recent years homesteads have been opened by the government for settlement by American citizens. These

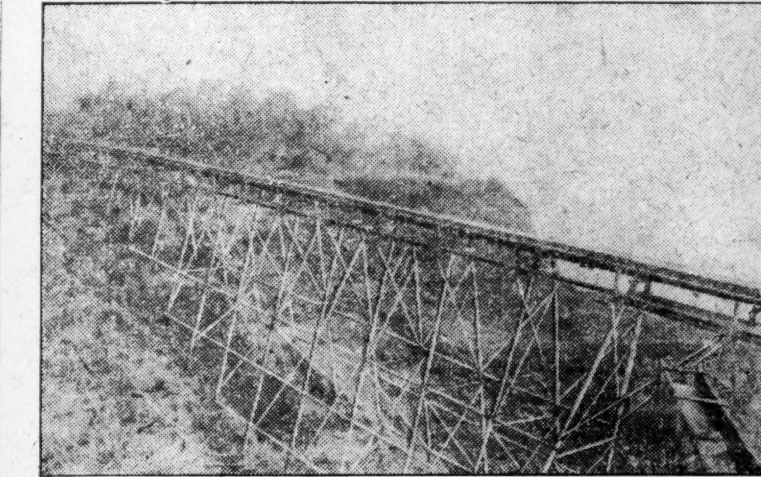
have been on the uplands, in many instances too high for the profitable cultivation of cane. The road will skirt the section containing arable cane land and be an aid to the small farmer in the transportation of his products. One of the most important points on the line is Laupahoehoe, a hamlet which lies within spray distance of the sea but with an addition nesting in a gulch whose walls tower hundreds of feet above. Since the building of the first grass house in the gulch Laupahoehoe has been on the "trail" between Hilo and the district of Mamakua. Natives up in the gulch raised their coffee and dry land taro and the sea supplied their families with fish.

### Japanese Immigration

As time passed the peaceful invasion by the Japanese began and has continued. Men and women from the Orient, in the days of contract labor on the plantations, got their time at the end of three years and with their little saving hoard leased land from the principal owner. Coffee planting followed. A white man opened a trader's store, leased property up in the gulch and around on the flat until he was looked upon with the same consideration that marks the gaze of the peasant as he doffs his hat to the squire.

With the growth of the coffee industry came the necessity for some one to handle it. The early merchant, the pioneer, as it were, was the man for the job and he pioneered so well that more than half of his life is now spent in the Pacific coast resorts. All this time, while the Japanese and a few, very few, hard working Portuguese were moving into the gulch Laupahoehoe remained a hamlet. It was a stopping place for the stages along the government road and a post town but always a hamlet. It had been a hamlet so long that even when the whistle announced the approach of the construction train on the new rail-

### CANE FLUME ALONG HILO EXTENSION



A stretch of 50 miles beyond the proposed northern terminus of the Hilo Railroad extension has almost every acre planted with cane

road the inhabitants merely sat up and rubbed their eyes and wondered where it was going to end.

### Laupahoehoe on Main Line

The tracks of the company will be near enough for Laupahoehoe to be considered on the main line. And the people are proud for prosperity seems to be on every hand. A mile or two nearer Hilo is a plantation mill, Papaloa, belonging to the Laupahoehoe Sugar Company. Four other plantations between it and Hilo and three in the opposite direction will be tapped by the railway, and the thousands of tons of sugar, products of the plantations, will be transported to Hilo by rail. In the past sugar has been placed on steamers by means of cables from mill or warehouse to the deck. In days when weather is bad steamers will

lay for days waiting an opportunity to take sugar.

Occasionally, but not often, a similar condition of affairs exists in Hilo bay, and will, at intervals, until the completion of the great breakwater by the United States government. In Hilo bay vessels for round the Horn and great freight steamers which ply between the islands and Salinas Cruz, the point of trans-shipment of cargoes by the Tebuan-tepee route, wait for sugar. With the completion of the line there will be no delays caused by weather. Trains will be expected to run promptly according to schedule, and by getting to the refineries without delay the incomes of the plantations will be visibly increased.

There is a stretch of 50 miles beyond the proposed northern terminus of the Hilo railroad extension and practically

Enables Tourists to Cover Comfortably and Quickly Very Attractive Part of Hawaii's Largest Island

every acre of land is planted with cane. It is believed these plantations will see the necessity for railroad communication with Hilo and the road may be built to them. Beyond, for 70 miles railroad building would be a still greater problem. Deeper gulches line the way and to get by economically the line must be surveyed where there is neither freight nor passenger traffic to be had.

As time passes the country may be settled and expert methods of farming may lead the way to cultivating what now appear to be waste lands. Advanced agriculture has done much for Hawaii in producing crops as the millions of dollars divided among the few people testify.

In the construction of the Hilo extension track materials have been transported across the great gulches on cables and at one of the biggest of them, Maunaloa, a single cable carried a locomotive across and then followed the materials for the steel bridge. By the time the bridge was completed tracklaying had begun several miles away at the entrance of Laupahoehoe gulch. There has been continuous work on the line from the day the first shovelful of dirt was raised at the Wailuku river and the people behind the project are of a character that failure is not to be thought of.

The road has practically made Hilo. It was the one thing needed in its advance toward prosperity and while some opposition was offered when a franchise was asked for it is probable that those who were strongest in their objections are at this time in full accord with the



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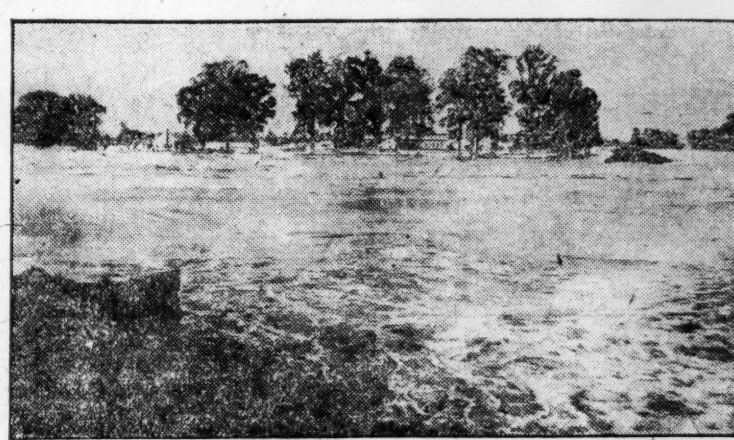
## CONTROL OF THE MISSISSIPPI WILL MEAN ERA OF GREAT PROSPERITY IN LOUISIANA

Louisianians for Newlands River Regulation Bill Providing \$50,000,000 Annually for Flood Control

### LAND RECLAMATION

NEW ORLEANS, La.—In prophetic vision one may see the millions of acres stretching along the Mississippi river in Louisiana from its northern boundary to New Orleans and the Gulf teeming with prosperity. One may see the great stretches which today are marked only for the major part by miles of cane brakes and cypress swamps transformed into the homes of industrious farmers. From the North, the East, the Northwest and from the overworked portions of Europe. Dotted among these broad domains will appear villages, cities and great manufacturing industries, while beyond and towering above them all in its importance as the entrepot of commerce will be New Orleans, the metropolis of the Mississippi valley; the entrance to the nation's trade of the Latin Americas and the Orient by means of the great highway of international commerce, the Panama canal.

Louisiana, the empire state of the



Crevasse, showing break in levee and torn and plantations in its path

South, will be the California of the Appalachian states, a veritable Klondike for the sturdy pioneers who will have conquered the reclamation of her overflowed lands and solved the problem of the harnessing of the great Father of Waters, the Mississippi river. Leading in population in the South, her rural districts dotted here and there with a myriad of schoolhouses and churches, the great Gulf state, so often the prey of floods, will be the queen of the constellation of Dixie. And all will come from the control of the Mississippi through federal agencies.

What the damage to the southern states and those twenty odd states of the Mississippi valley contiguous to the great river and her tributaries has been by reason of the overflows can only be vaguely estimated. Yet it is stated by men of years of experience that the overflow of 1912, when from time to time covering a period of more than 120 days, fully one third of the entire area of Louisiana was inundated to a depth varying from 18 inches to 18 feet, with the relentless life of the Mississippi sweeping for miles, was more destructive than any overflow within the range of human experience. What this flood meant will probably not be fully known for the next decade, but it is believed that its good results will be so sweeping that a nation-wide movement for the source stream control of America's waterways will bring about the reclamation and settlement of more than 70,000,000 acres in the states of the Mississippi valley alone.

The slogan of Louisianians and of all the progressives of the Mississippi valley is, Pass the Newlands river regulation bill and give Uncle Samuel the \$50,000,000 annually to battle with the problem of flood control in all parts of the nation. Strong endorsement for this propaganda has been had through Louisiana and the South because it is believed to be the salvation of the southern states and particularly Louisiana, which has for generations been the bowl into which the flood waters of the great river have been poured at all too frequent intervals.

### Silt Deposits

Some of the results of this destruction in losses to our national prosperity and resources can be seen when it is estimated by soil experts of the U. S. Geological Survey that 400,000,000 tons of silt, the surface soil of the Mississippi valley states, worth as commercial fertilizer fully 80 per cent, is washed from the lands of the river's watershed into the Gulf of Mexico and passes by New Orleans annually in solution. Think what a revenue to the American farmer that would mean if those agencies of erosion were so controlled by reforestation, river diversion, and flood control, that this land developer were allowed to remain where it is! Think for a moment what it would mean if the millions of cubic feet of this surplus silt could be diverted at or near the sources of the Missouri and Ohio rivers into huge reservoirs where it might be doled out upon the thirsty arid lands of the Rocky mountain states to give food and raiment to countless thousands!

Water enough passes down the Missouri river when in flood stage to irrigate fifteen to twenty million acres of the dry plains of the bench lands in the upper watershed of that river. More than enough water goes to waste in the Ohio river during its frequent floods to supply dry season navigation and millions of electrical horse power units. The same is true of the upper reaches of the Father of Waters.

All of this volume of water, concentrated into an uncontrolled torrent, meets at Cairo, forcing its current

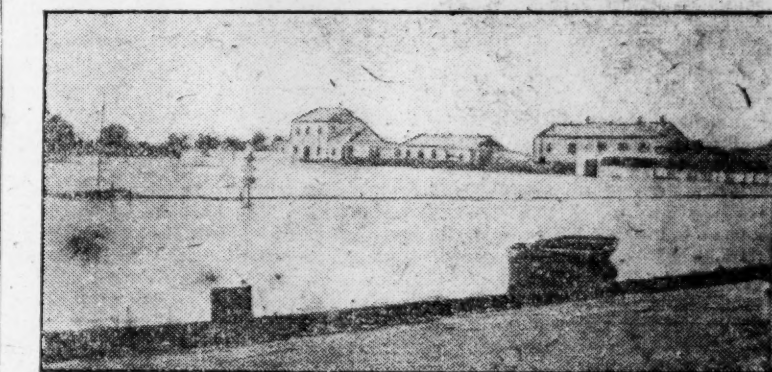
through the levee protected stretches of Mississippi, Arkansas and Louisiana to the Gulf. The bulk of this inconceivably tremendous force is directed against Louisiana, through which the river flows almost from end to end.

The flood plane is so elevated that the waters on either side of the torrent cannot be drained in natural courses and back up, augmented by the surplus volume of the torrent, until no human agency can check them and the basin is converted into a lake of thousands of square miles in extent. Such was the case in 1912, when the great crevasses of Panther Forest, Dogtail and at Terras so diverted the stream of the Mississippi that for a time it was thought that all of the middle section of Louisiana would be inundated, and farm animals, wild animals and human beings were drowned by the score.

### Various Plans

All agree that these deplorable results were consequent upon the lack of flood control, yet in Louisiana there are opposing champions as to the most approved methods of solving the problem. Senator-Elect Joseph E. Ransdell, for several terms president of the National Rivers and Harbors Congress and an acknowledged authority on river and navigation problems, is the avowed advocate of higher levees. There are many who support him, but the major portion of the business element has allied itself on the side of the champions of the Barthold-Newlands bill, now before Congress, for the control of the river from source to mouth, and all other rivers as well.

Mr. John M. Parker of New Orleans,



Protection levee to hold back water from crevasse, showing houses inundated

whose extensive plantations in north-eastern Louisiana were almost destroyed by the Dogtail crevasse last spring, advocated the treatment of the rivers and streams of the Mississippi valley watershed as a unit by the federal government in his recent speech before the interstate levee convention at Memphis. Speaking on the topic "Why Should the Government Maintain the Levees," he said: "Since the building of the first levee in New Orleans in 1717 floods and overflows have cost the people of the United States in direct losses more than all the wars the country has ever engaged in and more than all the millions in pensions it has ever paid."

### Federal Control

The term "Damming the Mississippi" is a misnomer, however, for the project is not to dam the current but to accomplish its diversion in the streams which form its source, so that the great volume of flood waters need never be hurled again against the southern reaches of the river. The problem as undertaken by the National Reclamation Association comprehends diverse activities. Besides the source stream control by a sys-

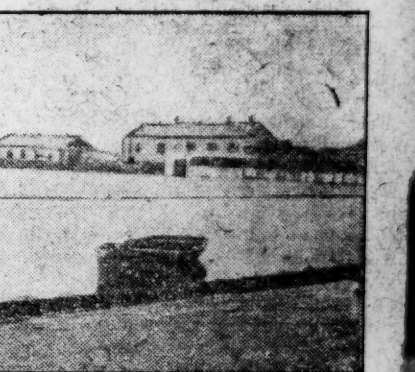
tem of artificial reservoirs, spillways, etc., there must be a reforestation of the lands which were converted into wastes by the hand of man, so that the natural rainfall may be absorbed by the vegetation. There must be a restriction of the destruction of forests in those lands which are the nation's forest reserves. There must be thorough research on the question of flood levels and channels and there must be a study to lower the plane of the Mississippi, so that it may be confined to its natural channels and the levee systems reduced in height. In addition there must be ways devised to drain the unreclaimed lands of the valley and all levee boards should be taken out of politics and made to respond to federal control and that solely on a basis of efficiency.

The advocates of river regulation under the Newlands plan assert confidently that with the lowering of the flood plane the natural waters of the country will be enabled to drain themselves, thus aiding materially in the reclamation of the 50,000,000 acres of wet lands now uninhabitable and completely reclaiming the 30,000,000 acres and more of overflowed area in the South. They point out that the need for fertile farms is so pressing that the colonization problem will adjust itself in short order and that as fast as the lands are ready for the plow and hoe settlers will be there to occupy them.

### Reclaimed Acreage

Before the flood of 1912 the agents of Louisiana lands said that they were unable to provide reclaimed acreage for the demand from the northern states. After the flood there was a slump for a time, but the confidence of the American people in their government's power to regulate conditions is so well-grounded, that those who before were seeking information concerning the alluvial lands of the overflowed districts are again in the market. A great boom in the business is expected this winter and that of course has been of material aid in restoring local confidence. Another admirable discovery concerning Louisiana is that the recuperative powers of its soils are so vast that in many districts which were overflowed it is estimated that next season's crop will put the farmers on their feet again. This is true only, however, of the delta country which was inundated by the Dogtail crevasse.

Those who have charge of the publicity of the Newlands bill believe that the act will become a law in December or January. They are banking on a project to bring the vast machinery which has been used in the excavation of the Panama



canal up to the Mississippi valley and to place that able organizer, Lieut. Col. George W. Goethals in charge of the undertaking. They are confident the results of his supervision of the reclamation forces will attract widespread attention to the work. At the same time there would be a co-ordination of scientific forces for the conservation of the national resources and flood prevention in all sections from which no special section would receive all the benefits.

### Louisiana's Need

Louisiana needs just this thing perhaps more than any other state in the Union. She has 27,000,000 acres of lands, approximately, of which there are about 9,000,000 yet to be reclaimed and placed in cultivation. Within the past decade reclamation has been actively practised by several enterprising land dealers, and these men have amassed fortunes by this work.

The dauntless reclamation engineers point out that New Orleans itself owes its foundation and prosperity to the engineers of former generations who relentlessly fought back the swamp area and founded their city and its surrounding plantations by dykes and levees. They predict that New Orleans, which is now surrounded by swamps for miles, will owe her future commercial supremacy to the mastery of these same wet lands, and declare with supreme confidence that to the harnessing of the Mississippi and her flood regulation by means of government agencies will be due more than to the development of trade by the Panama canal opening the greatness of greater New Orleans.

### UNITED STATES' EXPORTS

The \$250,000,000 worth of iron and steel and \$85,000,000 worth of agricultural implements exported from the United States last year found market in practically every part of the civilized world.

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## CANTON CHINA'S OLDEST PORT IS RAPIDLY ADOPTING WESTERN IDEAS

Though Canton is One of the Most Republican Cities in China, it is a Distinctly Chinese City

### MARVELOUS CHANGE

(Special to the Monitor)  
CANTON, China—Canton, which since the tenth century has enjoyed intercourse with the outer world and which for many years was the only port in China open to foreign trade, has, as the result of other treaty ports being opened, lost its former position of preeminence; but its importance as a distributing center of industry remains unchallenged and its description as the most interesting city in the world still remains applicable. Canton is indeed unique. Though it has had communication with the other nations of the world for a longer period than any other city in Far Cathay, its inhabitants until recently were as intensely anti-foreign as those of any inland city in the Flowery Land, but now, having experienced the regenerating influences which have been at work

rapidly with the passing years. Telegraphs, telephones, electricity, sewing machines, and so on have been in use for some time without materially changing the aspect of the city, but in recent years the disadvantages of narrow streets, cramped buildings, imperfect wharves, etc., have been borne in upon the minds of the practical Cantonese, with the result that improvements have been effected, and are being effected, which will materially change many of the aspects of the city. Canton is now assuming in part the appearance of a modern city. Bunding operations along the front and back reaches of the river, have been in progress for about five years, and many warehouses and business houses have been erected in a style of architecture which is a combination of Chinese and western. Riches are now running along this thoroughfare, a motor car service has even been proposed, but there can be little doubt that when the bund is completed a tramway line will be laid down.

### Road Building

The authorities are not attempting the impossible in road construction in the old city, but wherever possible

couraged to live out of the city, and the commercial part will remain in the vicinity of the river.

### Canton as Foreign Port

Prior to 1860 Canton was the only port in China opened to foreign trade and it follows that the volume of business done was very great indeed. The opening of the northern ports naturally led to the decline of Canton as a place of trade; and when to that was added the barriers in the river, placed by the Chinese during hostilities with Great Britain and France, which impeded navigation, the importance of Canton was diminished. However, since 1900 there has been an appreciable increase, and this advance is likely to continue. The republican authorities in Canton are anxious that their port should regain its former prestige, and their ideal is to make it as great a river port as Hamburg. They propose when funds are available to dredge the river so that the largest ocean-going steamers will enter. Canton has direct communication with nine provinces—Fukien, Kiangsi, Hunan, Hupeh, Kwangsi, Yunnan, Szechuan and Kweichow, the ninth being its own province of Kwangtung, and Canton used to be the distributing center for these provinces.

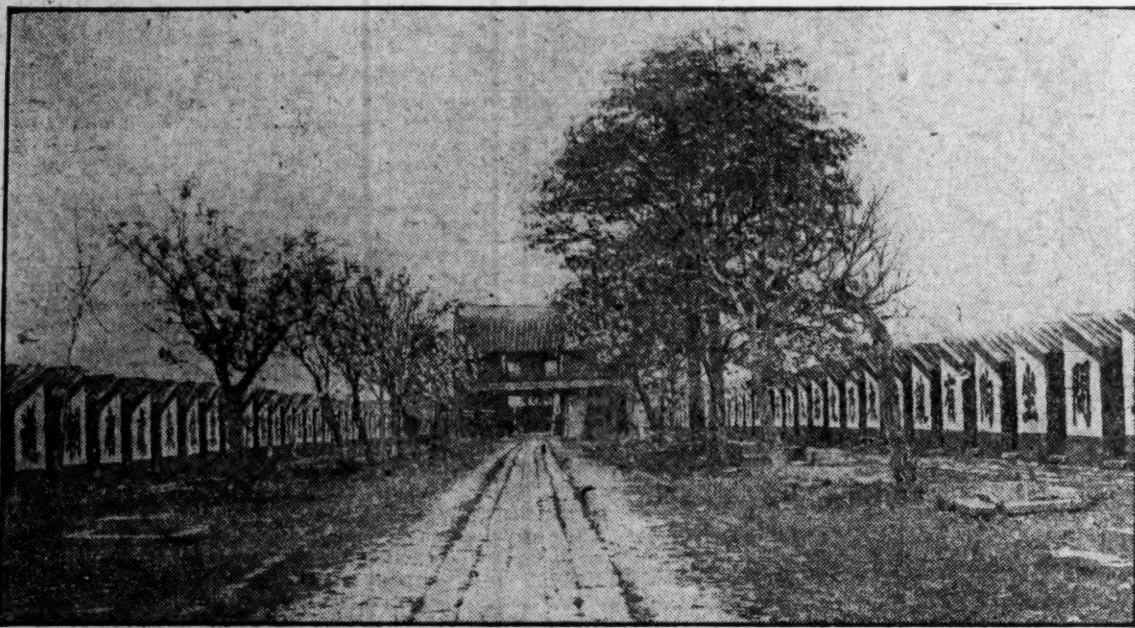
make a round of the city. The street scenes are intensely interesting, perhaps more so are the scenes on river and canal, and vivid impressions are bound to remain of the City of Rams with its teeming population.

### LARGE DRAINAGE PLAN IN KENTUCKY

PADUCAH, Ky.—More than 21,000 acres of land in Graves, McCracken, Ballard and Carlisle counties will be benefited by the proper drainage of the Mayfield creek, if petitions filed in the county court of the four counties are acted upon favorably.

It is proposed to straighten, widen and deepen Mayfield creek, from Boaz station in Graves county, to its mouth which is near Ft. Jefferson in Carlisle county, on the assessment plan. It is the largest drainage proposition ever attempted in western Kentucky. If successful it is claimed that 3240 acres in Graves; 6000 acres in McCracken; 6000 acres in Ballard, and 5000 acres in Carlisle county will be redeemed, so that it can be cultivated more successfully.

## EXAMINATION HALL IN CANTON, CHINA



Contains 7500 cells barely high enough to stand up in—Soldiers used to guard imprisoned students to see no one had intercourse with them

In connection with the revolution, they are second to none in their desire to absorb all that the west has to give them and to advance along the lines of real progress. They are determined to make their city worthy of its position as the capital of South China.

### Canton's Derivation

Curiously enough the name of Canton is of foreign derivation. It is believed to be the pronunciation which the early Portuguese settlers gave to the name of the province Kwangtung. The Chinese call the city "Sheng Cheng," which

streets are being widened, and to accomplish this, parts of the city walls are being demolished. In the suburbs road construction is contemplated, and the narrow footpaths through fields and ditches which constituted the main roads of China are in the near future to give place to properly made main roads leading to, and connecting the large center of population. House to house visits with the object of encouraging cleanliness, and imparting modern ideas are being made. A system of drainage is being introduced, and in

ances. If it became a deep-sea port it would capture much of the trade in the interior that is carried on from the Yangtze, especially now that it has an excellent railway and steamboat service.

### Republicanism

Though Canton is one of the most republican cities in the country, though earnest men pleased to call themselves civil servants administer the government instead of a viceroy representing the Manchu dynasty, though the people have changed in temperament from dislike of foreign ways and ideas to an almost complete veneration of all things western, and though not a queue is to be seen in the city, it has to be remembered that Canton is still a distinctly Chinese city. The city proper, which is about six miles in circumference, is inclosed by walls 20 feet thick and from 25 to 40 feet high. While parts of the city wall are being demolished for the purpose of widening streets and other improvements, the old portions of real antiquarian interest are being preserved. There are 16 gates giving admission into the city, besides two water gates.

### Attractions for Visitors

Canton, which has been described as the most interesting city in the world, is full of attractions for the foreign visitor. Its numerous temples and pagodas are well worth seeing, and a visit through the city under a capable guide leads the visitor to marvel at the early civilization of this wonderful people and to marvel at the vitality and persistence which gives them such a special place in the world. The examination hall, where under the old regime students sat for their military tests, the water clock which has automatically recorded the time for 3000 years, the Muhammadan mosque, the five-storied pagoda, while the numerous curio shops are an endless source of delight to the visitor. In "doing" these sights the tourist will doubtless enjoy the experience of a ride in a chair, which is the most comfortable way for anyone to



On the left is a Chinese hotel—The high building is a typical Chinese pawnshop

means provincial city. It is also picturesquely referred to as the "city of rams" and "city of geni," both of which names are derived from ancient legends. Though Canton is one of the most ancient cities in the world and one of the chief cities of China, it has, perhaps, more than any other city in the Flowery Land shown a greater appreciation of foreign trade and all the benefits which follow in its train. Its citizens are among the keenest, shrewdest and most enterprising of the sons of Han, and it is safe to say that throughout the entire land, north as well as south, trade and commerce are mostly in the hands of Cantonese. Thus it is that Canton of today is in thought and outlook very considerably removed from the Canton of the fifties and sixties, which despised and insulted and fought the foreigners.

### Essentially Chinese

The present-day Canton is still essentially a most Chinese city, but it is changing, and changing with increasing

numberless ways the place is being improved from a residential point of view. In the development of the city, it is proposed to have it divided into three parts, commercial, industrial, and residential. The idea is that industries to be established in the future shall be situated, say at Honam, the people will be en-

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Advertisers in this number will greatly appreciate the attention and cooperation of Monitor readers.



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### WOMEN'S SUITS

The Suit which we illustrate on the left is of velvet—the chosen fabric of the season for afternoon wear, for receptions, teas and so on. The white broadcloth collar and cuffs, trimmed with tiny silver buttons, light up the dark blue, black or brown of the suit itself. In sizes 34 to 40, at \$39.50

On the right is shown a practical tailor suit of navy blue diagonal cheviot—immensely popular. The jacket is in semi-Norfolk style, with a half belt extending from back to front under the arms. In sizes 14 to 25, at \$25.00

And this is just one model at \$25.00—the price on which we specialize so strongly. Other Suits for women priced up to \$125.00.

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Here is one of the latest which we picture at the left. It is of white satin, with the new drop shoulders, Robert-pierre collar and Frinch Imperial frill. Sizes 34 to 42, at \$8.98

On the right is a Blouse of Crepe Metier, hand-embroidered and cut on surplus lines, with sleeves and yoke of shadow lace and chiffon. \$12.50 In sizes 34 to 42, at \$12.50

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For evening or afternoon wear a Coat of soft velvet is beautiful. New ones, in several attractive styles (one of which we picture at the left) cut either quite plainly with silk piping as the only trimming, or heavily ornamented with silk braid, are here for your choosing. In sizes 34 to 59, at \$59.50

Motoring on wintry days calls for a very warm Coat. The one illustrated on the right is perfect for either the motor or the street. It is of gray and black diagonal boucle cloth, with Raglan shoulders and muffer collar; body lined with yarn dyed satin. In sizes 34 to 44, at \$25.00

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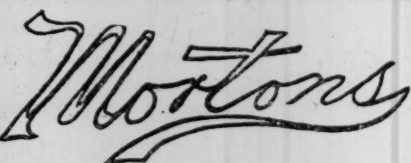
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## HUGO VAN DER GOES' 'NATIVITY' IN THE UFFIZI



(Copyright. Photo by Ed. Alinari, Firenze)

By CONSTANCE ARMFIELD

LONDON—There is always an impressive atmosphere of hushed solemnity when one enters a great picture gallery, and the wide and lofty staircases that lead to the very top of the Uffizi building prepare us for the profound quiet that exists beyond the turnstiles. On the right is "The Boar," immortalized by Hans Andersen; its familiar form impresses the fact that the Uffizi holds multitudes of the best known and most valued art treasures in the world.

The Venetian room first opens out invitingly, and here the student who loves to reconstruct past ages may spend long hours studying the backgrounds of the seemingly straightforward portraits on the walls. For in each the vigilant observer may see suggestive clues to the sitter's tastes and temperament and life story.

Here is a portrait of a cold and intellectual youngish man on a classic marble seat, such as might be found in the garden of some Roman villa. Coins are strewn upon the table and one can see he is depicted in the act of handling them. Why?

Close to is another of Bordon's portraits of a young man, of fuller face, and vigorous, and yet with a touch of the fop about him. Beside him lies the crown awarded in a tournament, with a lady's handkerchief and ring. A tiny statuette has been introduced obviously with a meaning. His look seems to convey the victor's triumph.

Further on is a portrait by Tintoretto of a man in a doge's robe; on a closer

study we see he is standing by a window giving on the sea where a naval battle is proceeding, and we find he is one of the great admirals who saved Venice from her foes. Obscure are many of the details and long and careful inspection is necessary, together with some knowledge of the history of the period, before the hidden stories loom out and one discovers that these Venetian portraits form a wonderful record of their age, the environment of the sitters being obviously considered as important as their dress or visage.

### Note of Estheticism.

The great room that comes next is famous for its Titians, set out conveniently on stands. Copyists abound here, and we come into a less specialized atmosphere; for while history still calls to us in the portraits of the D'Urbines, Tiepolo's fantasies of cherubims or cupids on ethereal skies open out more airy vistas. In spite of the Titians and the Giorgiones, there is no dominating influence in this room such as that which meets us in the Botticelli sala. Here, in a comparatively confined space, are collected a number of his intense, dead-colored works, including the famous "Birth of Venus" with its pale pink roses blown across the blue-gray sea and its curious dull surface as of some old tapestry.

Estheticism is the salient note in the thought expressed around us, the love of form, of color, of subtleties of composition and of detail; but there is a tinge of pagan melancholy even in the most devotional subjects, and his angelic lack the purity and selflessness of Ghirlandajo's mild, serene attendants.

When one comes into the Flemish room one steps into a totally different environment, sober, restrained but glowing with somber color and alive with goodly qualities. The portraits here are of fine, keen faces, purposeful and diligent; the marvelous accuracy never becomes flinty, but is obviously the result of the love of truth; and the enormous "Nativity" of Hugo Van der Goes which takes up all one wall is instinct with a simple and humble faith which commands respect and sympathy. Apart from every one is the new-born babe, a tiny ray of purity upon the stable floor; apart and merely one with the other worshippers is Mary, and the shepherds who have left their flocks survey the babe with a simple love and delight that glorifies their rugged peasant faces. Here is no parade of costly gifts: two vases of lilies, a scarlet field lily and columbines

and a few scattered violets are all the offerings; but the quiet love and wonder in the faces round the child bear testimony to the sincerity that conceived the scene.

In the Flemish room one feels rested by good company and more impressed than by the enormous Rubens and Raphaels that are displayed in the Tribuna, the supposed treasure house of the collection. It is more entertaining to explore the rooms where the small pictures are hung and where one may come upon a gem like Clouet or Angelico, or even better still, may stray into a side room to discover the twin portraits of a duke and duchess by Piero della Francesca set out in the center of the room; with childish pleasure, we go round to the other side and find the backs of the portraits are exposed and painted with landscapes similar to the backgrounds in the portraits. The duke on a triumphal car drawn by white horses is solemnly approaching the duchess in her picture who is coming to meet him on a car, drawn by unicorns; both are attended by symbolic figures and in flamboyant Latin the virtues of each are chronicled below, so that the back of each portrait serves as a testimony to the worth of the sitter besides so pleasantly recording the occasion of the paintings.

### Niobe Room

Perhaps most restful of all is the great Niobe room, devoted to statues from the famous group. The arrested poses, the whiteness, and the silence are very refreshing after the multitudinous scenes we have been gazing on.

We come into another similar oasis at the extreme end of the corridor where a marble Roman matron is seated at her ease, turned slightly to the open windows from which one may look down on the Arno and the towers and roofs across the river massed beneath the hill of Miniato. Now at last we can see the lemon trees and flower boxes and vines which flourish high above the streets, and we discover a new fact about the habits of modern Florence—on nearly every tower or roof garden is a bathtub! For the treasures in the Uffizi have drawn to Florence a permanent residential population from those countries where the bathtub reigns, and those whom romance has lured to live in Florence, have souls above the troublesome fatigue of endless stairs, and high up on their tower tops enjoy apparently an out-of-door life of unassailable privacy and remoteness.

## GARY, Indiana

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## MARYLAND EXTENDING GOOD ROADS

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Among Good Roads States  
—Property Development  
Follows Road Improvement

### GREAT POSSIBILITIES

By W. W. CROSBY  
Recently Chief Engineer Maryland Good Roads Commission.

BALTIMORE, Md.—The Legislature of 1904, at the instance of a state wide committee of prominent citizens supported by an awakened public opinion, passed the first act making material provision for the improvement, with the aid of the state, of the public highways. Mr. S. M. Shoemaker, a public spirited citizen of Baltimore county, was the secretary and leading advocate perhaps of this committee and the act is popularly referred to as the "Shoemaker law."

Previously, in 1898, Dr. William Bullock Clark, superintendent of the state geological and economic survey, had secured the passage of a bill providing for an annual appropriation by the state for the purposes of investigating the actual highway conditions through the state, for the publishing of the results



W. W. CROSBY

of such investigations and for the furnishing of expert advice in road matters when so requested.

In 1900, at the instance of Delegate Redmond C. Stewart of Baltimore county, the Legislature provided by law for a trained roads engineer to be employed by this county, the richest and most populous of any in the state, and the results of the earlier legislation were unquestionably powerful influences in the passage of the act of 1904.

The writer, after initiating the work under the new law in Baltimore county, was made (in May, 1905, when, by its provision, the Shoemaker law went into effect) its chief engineer. At that time but two or three counties in the state were doing anything like efficient work on their roads. Baltimore county had proved the value of employing trained

men in this connection and Alleghany and Caroline counties had followed the lead. The necessities for training, skill, proper planning, efficiency and for greater expenditures per mile than previously were the custom had become apparent to the people and they were beginning to respond as generously and heartily as might be expected.

### State Aid

The entrance of the state with its resources as an ally to the counties in their efforts was appreciated. Under the Shoemaker law the counties (with the approval of the state) selected the roads to be improved, the state furnished the engineering and expert advice and, when the work was completed, paid one half the cost.

Immediately a great and general movement became noticeable throughout the counties and continued annually until applications for aid were reaching the state in amount far exceeding the state funds available.

Incidentally an important result developed, and one which had been hoped for. It had been realized that stability and ultimate satisfaction in road matters would best be expected by the development of the local resources. That is, to encourage the counties to shift their road burdens to the state's shoulders was not as desirable as to develop their own abilities to at least carry the road burdens that could be said properly to be strictly or mainly local.

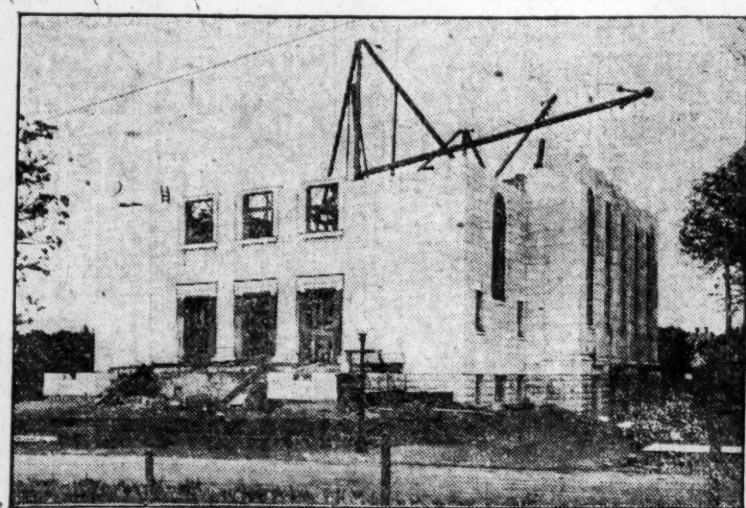
Therefore every encouragement was given by the state to the employment by the counties of their own roads engineers and in a short time the number of such referred to (three) was increased to 15. Other counties are joining the list as fast as local conditions seem to permit.

At the end of 1907, 75 miles of modern road had been built, scattered through most of the counties of the state and serving as object lessons for emulation by the local authorities, and applications were on file for state aid on 274 miles more.

In 1908 the Legislature made the first provision for the improvement by the

state itself of certain main roads of state-wide importance. Dr. Richard S. Hill, delegate from Prince Georges county, secured the passage of an act

(Continued on page eight)



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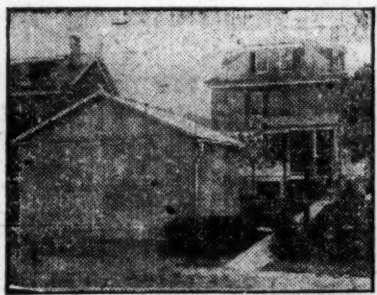
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player pianos to suit every pocketbook and every musical taste. Only one type of Apollo is equipped as an electric—that is the Solo, described in detail above.

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of the lever and prevents fast or slow pedaling affecting the tempo of the music? Do you know that the Apollo is the only instrument of its kind containing the Metronome Motor?

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## DELAWARE SECOND IN MOROCCO OUTPUT IN U.S.

WILMINGTON, Del.—"Morocco" as a name for leather is applied to leather made from goat skins. It is frequently called "glazed kid." A simple and concise definition of glazed kid, which might more properly be called "glazed goat," is "goat skin tanned into leather and glazed by pressure of an agate or smooth glass." The glass is held in an arm of the glazing machine, which pulls it across the surface of the leather, with considerable pressure on the leather. The operator of the machine moves the position of the skin after each stroke of the arm, and by skill obtains a uniform glaze of the surface.

The morocco industry, like most others, has presented its devotees some difficult problems, the solution of which has required the expenditure of vast sums of money and tremendous energy and perseverance. There are many opportunities for spoiling the skins in the various processes through which they have to pass. In technical terms, the skins are soaked, cleaned, limed, un-haired, fleshed, puered, dried, drenched, washed plumped, tanned, dried, seasoned, staked, shaved, dyed and finished. So it can readily be seen that there is much to be done before the goat skin as it arrives at the factory becomes the finished leather. The chief problem has been that of a proper method of tanning.

Glazed kid is used largely for the uppers of shoes and for years it was limited to women's shoes. Of late years, however, men have been educated, largely through the enterprise of the Wilmington morocco people, to appreciate the coolness and comfort of the glazed kid shoe. In the early days when the skins were tanned with alum, the leather would suffer greatly if it became wet; and some of our readers may recall the days when the women folks would let their French kid shoes dry on their feet after being out in a storm rather than remove them while wet and have them harden and crack. About 25 years ago sumac began to be used as a tanning solution, but that made the leather coarse and stiff, and it would not stand the water any better than the alum tanned skin. Later a combination tannage was used with good results, but the great step in advance came with the discovery of chrome tannage, which renders the leather almost waterproof.

### Wilmington's Importance

Wilmington, Delaware, has played an important part in the development of the morocco industry. It was for many years noted for its leather products and has maintained the position as the second largest producer of glazed kid in the United States, notwithstanding its comparatively small population, the neighboring city of Philadelphia holding the first place. On the other hand, the morocco industry has played an important part in the development of Wilmington, and it is safe to say that it has been responsible for more of the city's growth than any other industry, and that more fortunes have been made in Wilmington from the manufacture of morocco than from any other industry.

### Morocco Pioneers

The pioneer manufacturer in Wilmington was one William Robinson, who established a small plant for the manufacture

of morocco some time prior to 1829. Another early manufacturer was Lewis C. England, who operated a plant from 1835 to 1847. In 1845, James Scott, one of England's apprentices, formed another company, in which was also John Scott, who was with William Robinson in 1829. This company had a long life, being finally merged into the American Leather Company in 1891. The American Leather Company was the outgrowth of a partnership formed in 1850 by Thomas H. Baynard and John Parsons, and until it went out of business, about 1907, it claimed to be the oldest morocco house in continuous business in Wilmington. One of its early promoters was Stephen Postles, who bought John Parsons' interest in 1853. His enterprise and business ability were largely responsible for the success of the company with which he connected himself and also for the future growth of the industry in Wilmington, as his success encouraged others. His son, Gen. J. Parke Postles, succeeded him, and was for years the acknowledged head of the morocco industry in Wilmington and a recognized leader of the industry at large. In the early sixties the Morocco Manufacturers National Exchange was founded, with Gen. J. Parke Postles and other Wilmingtonians among the founders. Mr. Postles was its third president and he held that office for 12 years.

### Steady Growth

By 1860 there were seven establishments in Wilmington, with \$100,000 of invested capital and an annual product valued at \$461,550. They gave employment to 236 wage earners. These figures steadily increased until in 1910 the number of wage earners had increased to 3943, the amount of capital invested had increased to \$8,249,000 and the value of the annual production to \$12,089,000. In 1910 there were 13 tanneries in active operation some covering two or more city blocks and being equipped to produce as many as 3000 dozen skins per day.

These figures may cause the reader to wonder where so many skins can be obtained. If so, the knowledge that over 150,000 goat skins are manufactured into glazed kid in the United States every day and that the imports of goat skins for the year 1911 were 91,065,576 will cause still more wonderment. The United States takes about two thirds of the world's goat skins.

### Variety of Skins

There are 59 different kinds of goat skins and they are imported from Mexico, Venezuela, the West Indies, Buenos Aires, Chile, Spain, Germany, Russia, Greece, Arabia, Africa, China and India, the latter country being the largest contributor. It is estimated that there are over 100,000,000 goats in the world at present and that their numbers are increasing rapidly. The skins from India and from South America are almost entirely from wild goats, but elsewhere they are to a greater extent cultivated and herded.

As the supply of raw material seems assured and the demand for the finished product is continually increasing, the morocco industry in Wilmington and elsewhere may be expected to continue to expand, and we may look forward to having glazed kid shoes at moderate prices for many years to come.

## DES MOINES HAS A CITY HALL FOR DOING BUSINESS

The first municipal building erected in the United States in a town or city under the commission form of government was completed recently in Des Moines, Ia. Regardless of the differences of opinion which prevail as to the merits of the commission plan of government, there is no difference of opinion on the advantages of the new style of municipal building, says the Technical World Magazine. The striking feature of the Des Moines structure is that four of the five departments of the commission government are housed together in one big room, the size practically of the entire building with every city employee in plain sight, ensconced at desks after the fashion of the modern bank. Here are to be found the mayor, the commissioner of parks, the commissioner of streets, the commissioner of finance and all the employees of the various departments, with a large cage for the city treasurer occupying the most prominent position in the room, immediately at the head of the grand stairway. There is a private office for each of the commissioners and a separate chamber for the meetings of the council or commission, but, aside from this, whoever a taxpayer is looking for is to be located immediately, within plain sight, and accessible without the red tape formality that used to hedge in the old-style boss from the taxpayer and private citizen.

The new municipal building was built at a cost of \$350,000, which is something like \$48,000 less than the amount of

money voted for the purpose by the taxpayers.

On the first floor are located the engineering department and the department of public safety, while a press room—equipped with telephones, typewriters and reporters' desks—is a novelty much appreciated by the scribes. The heads and all the employees of each of the four departments—comprising all the city government, except the public safety department found on the first floor—are found on the second floor. Each department is railed off in a quarter of this great room, so that there need be no confusion in finding any employee, no matter how exalted or how humble. The private offices of the commissioners are used only for the personal conferences as absolutely imperative, at times, in running the affairs of the city as in banking institutions or any private concerns. As a general thing, however, the commissioners are to be found at their desks within the railed square of the department, easily accessible to the ordinary citizen.

### SPEED INDICATOR FOR AIRCRAFT

Since the invention of the various types of aeroplanes the air men have been endeavoring to establish some perfectly accurate method of determining the speed of their craft through the atmosphere, says the Detroit Free Press.

A number of devices have been made; but it remained for a Wisconsin man to invent a little device that is said to record the exact speed, and indicate it in miles per hour right before the man's eyes. A four-vane device, with a small cup-shaped attachment similar to those on the wind velocity registers, is facing the wind, or current created by the speed of the machine, and a small dynamo is attached, which generates electricity in accordance with the speed of the aeroplane. The voltage is transformed and registered in miles so it can be read by the person driving the aeroplane.

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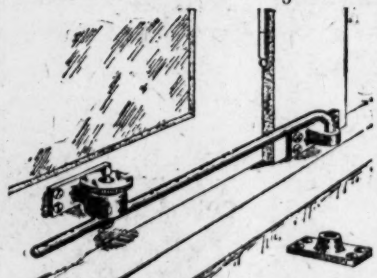
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## MAINE'S FISHERIES A FAST GROWING INDUSTRY

Pine Tree State Ranks Seventh Among All the States in the Value of Fishery Products

### SARDINE INDUSTRY

PORTLAND, Me.—The total annual value to the state of Maine of its sea and shore fisheries, and investments connected therewith, is over \$10,000,000. It is one of the most important industries in the state, from a commercial standpoint, and is constantly increasing in value. Maine ranks second among the New England states in the value of fishery products, and seventh among all the states. In the value of lobsters, soft clams and herring caught, it ranked first in 1908, and in the value of cod, haddock and hake, second.

The general adoption of the gasoline engine in the different boats has been an important factor in developing all branches of the business. This is particularly true of the scallop industry.

### Commissioner's Report

The last report of the commissioner of sea and shore fisheries states that in 1910 there were 11,733 men employed in the fisheries industry, 50,000 persons being dependent upon it. The value of plants, boats, gear, etc., is \$3,182,823. The amount paid for labor in factories, fish

supply of herring is very uncertain, as some years they are caught in abundance and at other times there is a great scarcity.

### Shellfish and Oysters

The propagation of shell fish has received the attention of the state department during the past few years, particularly that of planting clams and the raising of oysters. The supply of clams has become depleted in certain flats which were very prolific and several beds have been planted in different parts of the state. This has been attended with success and the department intends to try further experiments in other sections.

The cultivation of oysters has been tried in Maine and there are now a number of beds in favorable localities. It has been demonstrated that oysters can be raised in the waters of the state, and this line will doubtless be further developed.

Most interesting is the work connected with the lobster hatcheries, there being a United States hatchery at Boothbay harbor, where seed lobsters are taken, and kept until the eggs become ripe and are fit for hatching. They are then taken into the hatchery and stripped of their eggs, the mother lobster being returned to the vicinity from which she was originally taken and there liberated. After the young lobsters are hatched and in proper condition, they are liberated in the same locality from which their mother came, in the proportion of 15,000 small to every mother lobster. In 1910,

recent report it is stated that "since 1875, when the first factory for canning sardines was started at Eastport, Me., that state has held a practical monopoly of the industry." In the year 1908 68,216,000 pounds of fish were canned, representing a value of \$4,732,000.

Much has been said in regard to the herring of Maine masquerading as sardines, but authorities on the subject inform us that both the French product and that of the United States are members of the same family, the chief difference being that the former is packed in olive oil and retails at from 35 to 60 cents a can, while in Maine the little fish are packed in cottonseed oil and bring from 5 to 10 cents a can.

This industry depends on the run of the fish, which is very uncertain. Sometimes all the factories are idle and in 1911 no herring being caught along the eastern coast for some time, 30,000 barrels were shipped from Portland, there being a run of them in that section. Fish were also purchased from other states, which proved very disastrous, as many

cases were condemned by the pure food inspectors. The market was overstocked last year and so the present season has not been as good as usual.

The herring are caught in weirs, which resemble a brush fence out at sea. These weirs are so constructed that the fish go in at high tide and are unable to find their way out. They are dipped out in nets, into small boats. Sometimes the men are obliged to stay out all night, waiting for a favorable time to take the fish. The fish are then taken to the factories where they are placed on tables and the heads and entrails removed by men and women. In some factories this work is done by machinery. The fish are then washed in many waters and placed in salt and water for several hours. They are then placed on wire flakes and dried in a current of hot air, after which they are packed in cans by women, who are very expert in this work. A skillful packer can earn \$18 or \$20 a week when fish are plenty. Cottonseed oil, or different kinds of dressing are placed in the cans by machinery or by hand. The cans are then sealed, placed in a bath of high temperature, inspected, packed and shipped. The work goes on with great rapidity, some of the factories in Eastport being able to put up 4000 cases of fish a day, of 100 cans each.

A large number of men and women are employed and until this year many small children, in cutting the fish. The child labor law of the state was recently amended making it unlawful for any child under 14 years to work in any factory in the state. Previously an exception was made of industries dealing in perishable goods.

### Employees' Camps

A unique feature of the work is the large number of camps, owned by the factory proprietors and occupied by the families which come from neighboring towns for the packing season. There is a general exodus at the close of the work, thousands leaving Eastport for their homes or seeking employment elsewhere.

There are several model factories in the state, which have recently been built, where the sanitary arrangements are of the most modern. The collecting of the fish is most carefully done, machinery is used for cutting and in other processes where hand work was employed, glass tables and cement floors add to the possibilities of cleanliness. This has had a tendency to improve the pack in other places. The question of supervision by government inspectors is one of the matters desired by the packers.

There are many allied industries, such as can making, the printing of cans, preparation of dressing and others. After the sardine season is over, some of the factories can claim, on pack herring in different forms.

### WASHINGTON HAS EDUCATIONAL OPPORTUNITIES

Before Washington became populous and up-to-date it was not looked upon in the same light as other places were, especially by those who had never visited the nation's capital, and regarded it simply as the seat of government—temporary residence for the nation's statesmen, says the Washington Herald.

Times have changed. Washington is now probably better known in outside states for the advantages it offers to those seeking an education than it is at home. It matters little whether it is the three R's or the auto school that is sought; the law or the divinity school, etc.—they are all here and their fame has spread throughout the country. No city in the world has the many advantages to offer the ambitious young people or the adults as Washington. Our great men, great in learning as well as in riches, representatives of the vast and prosperous commonwealths that make up the nation, have seen to it that the capital of the nation should lead, not follow. They have assisted in establishing educational institutions here to which they can point with pride, where they send their own daughters and sons. And what is the result?

Washington today is looked to as the country's seat of learning, not merely from an academic standpoint, but from a broader vision. It is realized that traditions, the beautiful examples of art as shown by the best works of famous artists, sculptors, architects, have an influence for good on those that come here to study, to work. These things have been appreciated by our educational leaders.

The evolution from the old guard-house, the red school, the bad roads to the aviation school, the mammoth buildings to hold valuable collections, to commemorate great events or great heroes, has been slow but sure, for today Washington is as near the ideal city for those seeking an education as can be found anywhere. Its fame has spread not only for its educational advantages to the younger set, but to those of mature years, until it is the mecca for those seeking knowledge in any branch. As a well-known writer once said:

"Its universities and its private schools not only possess eminent instructors, but the archives of the nation, rich in historical value, offer to the student an unlimited field for original research."

### GROWTH OF AUTOMOBILE BUSINESS

The number of wage earners in the automobile industry in the United States is 75,721 and the automobile wage standard is said to figure out somewhat higher than in other industries. The American automobile industry has grown 3900 per cent in 10 years. The export of American auto machines and equipment amounted to \$30,000,000 in the last year and the value of imported machines was \$2,000,000, a decline of 50 per cent in a twelve-month, according to the Indianapolis News. Of the 21,757 autos exported 6288 went to Canada, 5716 to Great Britain, 3625 to Australia and New Zealand, 1611 to South America and 2296 to continental Europe.



The large herring are pickled and smoked; the boneless and kippered are packed at close of sardine season

stands, etc., not including the sardine industry, was \$170,817.

The principal shell fish found in Maine are clams and lobsters, while under the head of ground fish, cod, haddock, hake, pollock and cusk are found in large numbers. There is a home and foreign demand for these fish, both fresh, salted and dried. The value of the ground fish



CAMPS OCCUPIED BY WORKERS IN MAINE SARDINE FACTORIES

to the fishermen averages about \$1,000,000 a year. Alewives, shad, smelts, mackerel, halibut and swordfish are also caught for the market.

The herring industry employs a large number of men, as these fish are the most prolific of any caught on the coast. They are used as bait and the smaller ones are packed as sardines. The large herring are pickled and smoked, while boneless and kippered herring are packed after the sardine season has closed. The

120,900,000 young lobsters were hatched at the Boothbay harbor hatchery and planted in the waters of the state.

### United States Hatchery

A United States hatchery at East Orland is doing important work in connection with the development of the salmon fisheries in that region.

The department of sea and shore fisheries in Maine consists of a commissioner, appointed by the Governor, and wardens, who are recommended by the commissioner. The department has a system of annual, monthly and weekly reports which give very complete information as to every branch of the fisheries. A report is issued to the Governor and council every two years. The present commissioner is James Donahue of Rockland, an authority on the business.

The packing of sardines or the young of the herring in Maine is confined largely to the eastern section of the state. There are a few factories in different towns along the coast, but the center of the industry is in Eastport and Lubec, and here 30 factories are located. This is the principal business of these places, thousands of people being employed during the season, which lasts from April to December.

### Sardine Canning

The United States census bureau reports that this industry is next in importance to the salmon canning of Alaska and the Columbia river. During the census year of 1905 practically all the sardines in the United States were packed in the state of Maine. In a more

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## U. S. GOVERNMENT BUYS LAND FOR FOREST RESERVE

Beginning of Much Needed and Far-Reaching Reform in the Forestry of the State of Virginia

**RICHMOND, Va.**—By act of Congress, approved March 1, 1911, known as the Weeks law, a national forest reservation commission was created and the acquisition of lands on the watersheds of navigable streams for the purpose of conserving their navigability, was authorized. The general purpose of this law is to secure the maintenance of a perpetual growth of forest on the watersheds of navigable streams where such growth will materially aid in improving the flow of water for navigation.

While this is the fundamental purpose, other benefits, incidental in character, but nevertheless important will be kept in view. Among these are (1) protection against disastrous erosion of the soil on mountain slopes which silts up the river channels and against the destruction of the soil and soil cover by forest fires, which is of even more importance than the destruction of the timber; (2) preservation of water powers, since, like navigation, they depend for their value upon the evenness of streamflow; (3) preservation of the purity and regularity of flow of the mountain streams, with a view to their use for the water supply of towns and cities; (4) preservation of the beauty and attractiveness of the uplands for the recreation and pleasure of the people.

Aside from its application to the

watersheds of navigable streams, the law is not restricted to particular regions, except that lands may be purchased only in the states whose legislatures have consented to the acquisition of such land by the United States for the above purposes. Virginia is one of the states which have passed such legislation, and out of 20 purchase orders, five are for tracts located or partly located in that commonwealth, with a total area in this state of 807,645 acres.

The Massanutten area, with 152,946 acres, lies wholly in Virginia, comprising lands in Rockingham, Shenandoah, Warren and Page counties, situated between the north and south forks of Shenandoah river, important tributaries of the Potomac. The Shenandoah and Potomac areas, with a combined area in Virginia of 361,496 acres, and lying partly in West Virginia, comprise lands situated in Shenandoah and Rockingham counties, on the headwaters of the Potomac. The natural bridge area, wholly in Virginia, has an area of 106,564 acres, comprising lands situated on the Blue Ridge and outlying mountains in northern Bedford county, and in Botetourt and Rockbridge counties, on the headwaters of the James.

### The White Top Area

The White Top area, with an area in Virginia of 186,639 acres, and lying partly in Tennessee, contains lands comprising the main ranges of the Iron mountains through Washington, Smyth, Grayson and Wythe counties, on the headwaters of the Holston. The area needing protection in the Appalachians is very large. Much difference exists, however, in the character of the lands in different parts of the region. Mountains are higher, slopes steeper, rainfall heavier and the soil more easily washed in some sections than in others. Careful examinations made during the past 10 years in practically all parts of the Appalachian region have proved that the conditions which affect streamflow to an extreme extent, are to be found in relatively limited areas. By careful selection of the tracts it will be possible to do much for the permanent improvement of the watersheds by the purchase of only a part of the mountainous region.

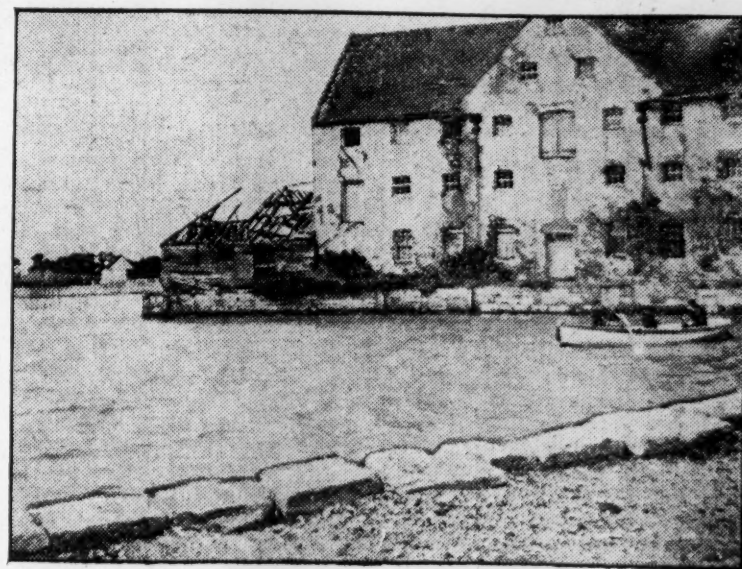
Lands of the following classes are considered for purchase when they lie within a designated area: (1) Timbered lands, including both land and timber; or the land, with the timber reserved to the owner under rules of cutting to be agreed upon; (2) cut over or culled lands; (3) brush or burned land not bearing merchantable timber in quantity, but covered with a growth of brush which is useful for watershed protection, and burned land whether covered with young timber or not; (4) abandoned farm land, whether remaining cleared or partially covered by timber growth. Good agricultural lands are not considered. Where valuable mineral deposits are known to exist, the right to remove such deposits may be reserved to the owner under conditions to be agreed upon.

### Importance of Project

The great importance to Virginia of this project is not realized fully, without a knowledge of existing conditions in the forests and in the lumbering business of the state. The forest interests of Virginia hold second place among the industries of the state. Not less than 15,000,000 acres, or one half of the total land area of the state is in forest, and two thirds of this forest area consists of farm forests. The value of the forest lands with the growing timber upon it exceeds \$100,000,000.

The loss resulting from forest fires and from ignorance of the proper methods of lumbering and caring for the forests is enormous. Over 200,000 acres

## HARBOR WITH INTERESTING HISTORY



(Photo specially taken for the Monitor)  
The old quay at Sidlesham on Pagham harbor—Sidlesham has long ceased to be a port

(Special to the Monitor)

**LONDON**—Quite one of the quaintest corners to be met with along the southern coast of England is the small Sussex inlet that is marked on the maps as "Pagham harbor." At high water this inlet has all the appearance of a creek of some importance, but the ebb of the tide works wonders, and it gradually diminishes till nothing is left but a stretch of mud banks, dotted here and there with seaweed and the countless gulls that have made the place their feeding ground. Winding its way inshore, at first between great banks of shingle, then like some streak of shimmering silver through the greenest of meadows imaginable, it suddenly comes to an end beside the disused quay and tumble down mill of the pretty old hamlet of Sidlesham.

It was not far distant from here somewhere no doubt on the shelving shores of the Selsey peninsula, that Anlus Plantius and Vespasian landed in A. D. 43, and as most of this district became eventually very much Romanized it may be practically taken for granted that the galleys of these ancient people were constantly navigating the creek. Not so long, however, after the departure of the Roman legions to assist in the defense of Italy the Saxon rovers began

of mountain forest land were burned in one month in 1009, and two thirds of the whole forest land is burned periodically. The modern tendency to sacrifice everything for present acquisition has led to the practise of "clear cutting," destroying all the young growth with the mature. In about four years 700,000 acres were added to the area which has been cleared but is no longer cultivated, making a total area of such land of not less than 3,000,000 acres, or about one tenth of the whole state.

### Production of Lumber

The production of lumber has increased until four years ago more than 1,200,000,000 board feet of lumber was manufactured, in addition to the cutting of 5,000,000 cords of firewood. The annual cut of timber is probably three times as large as the growth during the same period. The introduction of proper methods of handling forests in the reservations will be a valuable example, and will show those owning and exploiting forests how to make their profitable while preserving the young growth for the future, and will assist in establishing systematic means for the early detection and extinguishment of forest fires.

The state of Virginia and the United States forest service have already made a study to determine the possibility of profitably planting short-leaf pine on the waste land in middle Virginia. The forest reserve is the beginning of a much needed and far-reaching reform in forestry in Virginia.

existed where Sidlesham stands today

to arrive. First a shipload would be beached at one point, then at another. Next two or three vessels would appear together, and finally they came to land by scores. Thus it happened that one fine day the long ships of the chieftain Aella were seen gliding up Pagham harbor. Whether at that period any village may never be known for certain, but only a few miles inshore lay Regnum, one of the largest cities of Roman-British times. This stronghold fell before the assault of Aella and his warriors, and although a protracted struggle ensued before the surrounding country was completely conquered, Classa, one of Aella's sons, eventually became King of Sussex and the South Saxons, and gave his name to Regnum as modern Chichester.

After bridging over the intervening centuries we find it was recorded in the reign of Queen Elizabeth that "the creeks of Selsey, Arundel and Shoreham, are so decayed that they are unmeet to be continued." This "Creek of Selsey" being undoubtedly one and the same with Pagham harbor is would seem that in Tudor times at all events it had its drawbacks. That it cannot have been regarded as really inaccessible to vessels of small tonnage is shown by the fact that the immense mound, situated a short distance within the entrance of the harbor, and which originally no doubt was a tumulus of prehistoric date, was included in the general scheme of defense prepared by those entrusted with the protection of the coast when the galleons of the Armada were expected in 1588. As it turned out Medina Sidonia, after contemplating a descent on Portsmouth, somewhat to the westward, was driven by a change of wind to continue his voyage up the channel, and not one of the pikemen of Spain set foot ashore at Pagham, in fact all that the fisherfolk of Sidlesham can have seen of the Armada was a forest of hulls and masts well out to sea.

The harbor has experienced more than one great change since those days although any fame that it has belongs rather to the past than the present. Some 40 years ago, after effectually blocking the entrance to the inlet, a system of sluices and drainage was established, and before very long harvests were flourishing where formerly the ships had passed to and from the quay. Then once again the sea returned to the bed of the creek, but Sidlesham has long since ceased to be a port except in name, and Pagham now is just a harbor with a history.

## WEST VIRGINIA PRODUCES GREAT CROP OF APPLES

In the year 1910 West Virginia apple orchards yielded 4,225,000 bushels, and at that time there were 2,772,000 growing apple trees under bearing age. The same year West Virginia and New York alone produced about the same total in apple values as all the states west of the Mississippi river combined.

The census report shows that of the 147,522,000 bushels of apples, which is the total production of the Union for the year 1910, over 80,000,000 of these bushels were produced in states directly served by the Baltimore & Ohio railroad.

In a very few years, when these 2,772,000 trees that are now too young to bear apples have come into full bearing, the apple orchards of the state of West Virginia, according to the Manufacturers Record, will outstrip far and away the coke industries of the state as a wealth producer.

Information now indicates that more barrels of apples will be shipped from four contiguous counties of the states of Virginia and West Virginia, or in the Martinsburg and Westchester zones, than were produced altogether in the famous apple producing states of Washington and Oregon in 1910.

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His Land Useful by Rais-  
ing Vegetables or Beautiful  
by Cultivation of Flowers

## INTERESTING STUDY

(Special to the Monitor)

LONDON—The cottage gardens of England are typical of much that is best in the English character and form one of the most fascinating studies of natural life. Everywhere through the length and breadth of the land wherever the English workingman can possess even a few feet of soil, he, in the vast majority of cases, at once endeavors to make it either useful through the cultivation of vegetables, or beautiful through that of flowers. By sea and river and mountain, in city and suburb, countless English workers delight their leisure hours and foster their love of home and nature by the care of the little patch of ground they call their garden.

A little flagged stone path leads from the front gate to the cottage door bordered by bright hued flowers behind which are the vegetables and often a few fruit trees, and not far from the door is the cool deep well, from which even in these modern days, the water is still wound up by hand in buckets, and looking down it, one sees a perfect fairyland of little ferns and brilliant green mosses with which it is lined. Often there are bee hives and the murmur of the bees uniting with the song of the birds and the click of the hoe, as the good man of the cottage attends to his evening task, form a harmony of sound which is in beautiful union with the glory of the setting sun, giving added lustre to the hues of the lilies and hollyhocks and roses and lighting up the homely figures of the mother and children in their bright cotton gowns and sunbonnets, as they watch the father at work.

## Varieties of Flowers

In the west of England, where frequently the country houses are cut through deep banks, the cottages are high above the roadway and the gardens have in consequence a hanging effect, which is most picturesque. A rough stone wall flanks the bank and forms a charming natural rock garden dotted over with ferns and wallflowers and various stone-loving plants. Steep stone steps lead up to the little front door of the dwelling house, the flowers of the usual little border spreading over them, and when the cottage happens to be a white "rough cast" one, with old worked black beams standing out against a background of thick green trees, it is not surprising that it is just here that artists love to linger.

Different plants characterize different localities, but everywhere the cottagers seem to delight in sweet peas, tulips, carnations, lilies, daffodils, wallflowers, stocks, dahlias, sunflowers, hollyhocks and roses. In the Isle of Wight the pink ivy leaved geranium and the fuchsia abound, often covering the walls, while in other parts of the south the beautiful white Madonna lilies seem very popular, and as they bloom at the same time as the roses, the effect of the gardens is very pretty. Even fishermen are not so wedded to their boats as to overlook the charms of gardening, and in many favored parts, the little gardens extend almost to the shore. The potato patches of Beer & Branscombe in Devonshire, which are cut out of the sides of a huge landslip, hanging between the cliffs of the shore and the hills behind, and approached by paths so narrow and so steep that donkeys with panniers have to be used to transport the crops to the villages, are most remarkable and curious in the extreme. Here some of the earliest potatoes for "the market" are raised.

## Station Gardens

Any one traveling by rail must have noticed the country and suburban station gardens, which are quite a class to themselves, nearly always exceedingly formal in arrangement. They are nevertheless radiant with color and the pride of the officials, a great and friendly rivalry existing between the different stations on the line, and prizes are often awarded for the best gardens. Vegetables are also cultivated by railway men in patches dug out beside the line and here potatoes and cabbages appear to flourish.

In England the municipal authorities through the rural district councils and parish councils, have power to acquire land for use as allotment gardens, which are let out to working men for a very moderate rent. This is a great convenience to the people as it enables them to grow vegetables on a larger scale than is possible in the village gardens. In practically every district prizes are offered by private individuals and societies for the best cultivated allotments and also for gardens; sometimes the general neatness of the interior of the cottage is considered as well, when judging. At all local and county flower shows the "cottage class" is one of the most popular and here prizes are given for such things as the finest potatoes, collections of vegetables, pot plants and cut flowers, geraniums, dahlias, sweet peas and roses being the favorites. Awards are also given to children, one of the most interesting competitions being that for the most artistically arranged bouquet of wild flowers. A considerable number of rural schools have classes for teaching practical gardening, and these classes

are a great success. "Nature study" is also taught in every school both in the country and in towns.

Turning from the country districts to the towns, we still find the Englishman's love of a garden one of his predominant characteristics. In the inner circle of the towns where space does not permit of a garden, the working man and his children are not daunted, but start immediately to take one around their windows. The window ledge is occupied by a box, this being generally laid out with hanging plants in front and standard ones such as geraniums at the back. Often the greatest ingenuity is exercised upon these boxes, miniature green painted gates and patios adorning them and trelliswork extending from them up the sides of the windows upon which nasturtiums or virginia creepers are induced to climb, and very pretty effects are thus produced. Others prefer to place plants in pots upon the window ledges and a considerable variety seem to flourish. Often the windows are surrounded by pots or wire baskets hung upon nails, ivy leaved geranium and creeping Jenny being much in request for filling these. Some very graceful decorative schemes are carried out with virginia creeper trained on string, festooning the windows and bringing a sense of the country, even to the walls of the high blocks of "model dwellings."

## Societies Give Prizes

Various societies give prizes for window gardens, and much is done by all social workers and club leaders to encourage children and grown up people in the love and care of plants. The head masters and mistresses of many schools give awards for the best pot plants grown by their scholars; and various institutions give the children a plant each, potted in the spring which has to be returned in the autumn, and the prizes go to those children whose plants show the result of most care and attention. In these cases the parents are not allowed to tend the plants in any way, as they have to be under the sole charge of the little people.

Pot plants are also a feature at all the local town flower shows.

It would be a surprise to many who look upon London as a city of bricks and mortar, to realize for an instant, the thousands upon thousands of really beautifully cultivated and gaily colored gardens contained within its area, the pride and joy of their citizen owners. Walking down a rather monotonous looking street in a working-class district, the uninitiated would be extremely astonished if they could obtain a bird's eye view of the backs of these little uniform houses and see the astonishing variety of the gardens which belong to them. None of them are very many feet in extent, but most of them are really marvels of beauty and individuality. Generally the surrounding wall or wooden fence is veiled with scarlet runners or virginia creeper or hops and often trellis arches covered with creepers give perspective to the scene, and a rustic bench or summer house affords a spot from which to admire the result of forethought and love and care.

## Family Interest

Sometimes a clever fernery, enclosed by rough stones transforms the shady space so often found between the little washhouse scullery of these houses and the boundary wall, into a thing of verdure, and beyond this we see the delightful blaze of color from the borders and little beds, which occupy most of the space available. Pinks and carnations, orange lilies, daffodils, geraniums, dahlias, chrysanthemums both in the borders and carefully tended in pots with lobelia, hollyhocks and calceolarias are the town favorites, but as no two gardens seem alike, so the selection of plants is exceedingly wide, and nowhere is a man's individual character and taste so revealed perhaps, as in his little back plot, many spending much of their leisure time in its cultivation. Some gardens have tiny greenhouses which are an immense pleasure to their owners both in the winter and the summer. In stocking these a good number of men specialize, some going in for collections of cacti, others for ferns, while many others devote themselves entirely to chrysanthemums.

The care of the garden almost invariably devolves upon the father of the family, and perhaps one of the elder sons, the mother, daughters and little children forming the admiring crowd to whom its merits are extolled on Saturday and Sunday evenings. Here again much is done to encourage a high standard of cultivation, for each district in the outer circle of London and in all large towns has its horticultural societies for chrysanthemums and rose culture, and flower and chrysanthemum shows are held annually everywhere and by all those interested in working-class life. To encourage gardening the London county council give away their bedding plants from the parks each autumn, a boon of which the people in the surrounding neighborhoods extensively avail themselves.

## Town Planning Bill

It is a great satisfaction to know that owing to John Burns' "town planning bill" the construction of "back to back houses" which rendered gardens in towns impossible, is now illegal, and for the future, in all streets that are built, a specified space must be left behind the houses for a yard or garden. No house without this provision will

be passed by the council. Another most cheering sign of the progress of thought in this respect is the rapid growth of the "Garden City" movement. At Gidea park, Garden City, Romford, the latest addition to those around London, for instance, each house not only has a garden at the back, but is surrounded by its garden. This "city" has only recently been opened and is intended for a working class population. At another shortly about to be constructed and which will be four miles long when completed, at Ruislip, Middlesex, the gardens again will be the chief feature. It is indeed a matter for thankfulness, that the men of today are determined to preserve and increase the means of continuing that love of gardens and flowers, an elevating recreation which in the past has done so much to foster the home life and domestic happiness of the masses of the English nation.

## AEROPLANES NOW USE PHONOGRAPHS

A novel and in many ways interesting effort to communicate information from a military aeroplane to officers on the ground, is described in the October Popular Mechanics Magazine.

The new idea involves the use of specially built phonographs, one on the machine and one at each headquarters which it may be desirable to have receive the messages. Then in the course of the aerial scouting trip, the observer, or even the pilot himself, dictates into the machine such information as may be considered interesting or valuable.

Disk records, of a material soft enough to receive the impression of the recording stylus, but less breakable than ordinary wax records, are used, and by the expedient of having a special feed on the traverse screw of the graphophone it is not possible to reproduce the records except on similar special machines.

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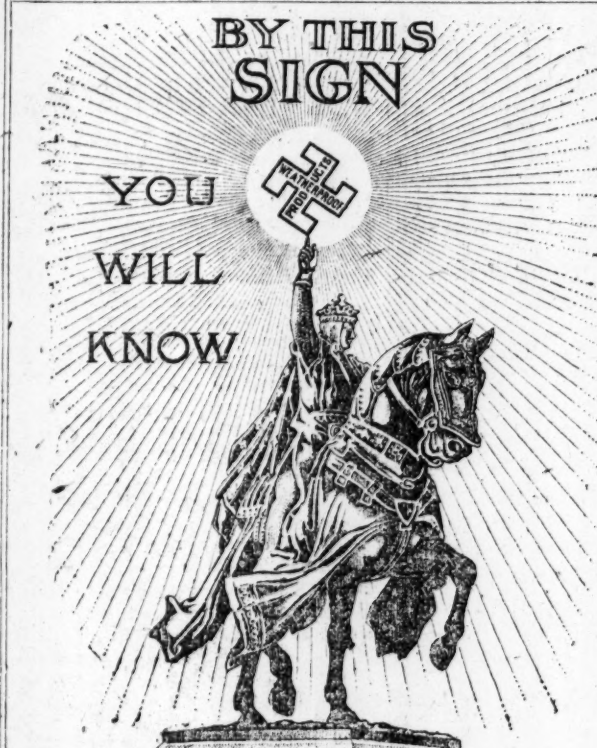
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in Arkansas

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\$1. And you raise it on land worth \$100 and up per acre. Rice yields from 50 to 100 bu. per acre, brings from 75c to \$1 per bu. and is raised on land that can be bought now as low as \$20 per acre. Here's a typical experience:

65 bu. per acre, Honduras rice	
from 50 acres, sold at \$1.07	\$3,477.50
75 bu. per acre, Japan rice	
from 50 acres, sold at 75c	\$2,812.50
Gross income	\$3,290.00
Cost \$15 per acre to raise	\$2,595.00
Net profit	\$3,290.00

A proposition that brings \$37.00 per acre net is certainly worth looking out about. Bear in mind that these farmers never grow rice in their life before—and were successful from the first; for rice in Arkansas is planted on uplands, raised and threshed just like wheat; the only difference being the use of water. This year there are over 75,000 acres planted to rice, and a bumper crop is sure. You ought to be in Arkansas while this crop is harvested. Low fares via Cotton Belt Route make the trip cost little. But first get our

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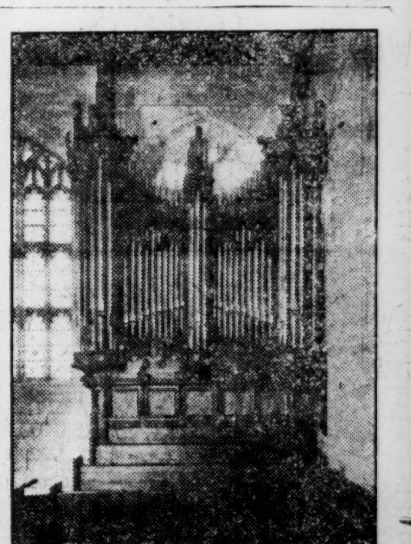
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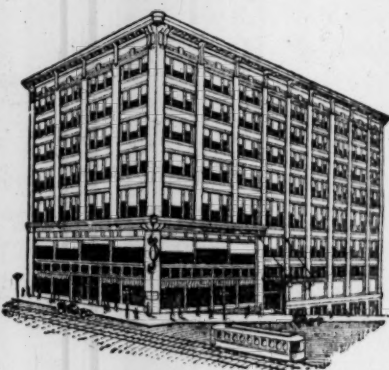
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## ARCHERY HAS BEEN PASTIME IN ENGLAND SINCE EARLY DAYS

(Special to the Monitor)

LONDON—Archery has been a pas-  
time in England since very  
early days. Henry VI. was a  
skilled bowman and the Ellis fam-  
ily still have in their possession a fine  
leather brace which he left at Baul-  
ton hall in Yorkshire. Henry VIII. was  
also devoted to the sport and spent much  
money upon it. He applied in 1510 for  
leave to import 40,000 bows from Venice.  
Part of this order appears to have been  
actually received and an entry in his  
accounts of £762.15 paid to Anthony  
Bavyn for bow staves is supposed to  
refer to this transaction. Another cu-  
rious entry in the accounts of his privy  
purse in 1530 reads: "Arrows shafts—  
brode heds—bracer and shooting glove  
for my Lady Anne £1.13.3." and again,  
"for three bowes for my Lady Anne at  
3s. 3d. a piece—£1.3.3." from which we  
gather that Anne Boleyn was also an  
enthusiast.

**Roger Ascham**

Roger Ascham, the author of "Tox-  
ophilus"—the first known book on arch-  
ery, lived in this reign, and so keen was  
he on the sport that when at Jesus  
College, Cambridge, is credited with  
having devoted more time to archery  
than to his studies. Ascham in 1545  
presented his book to Henry VIII., who  
was so interested in it that he awarded  
the author a pension of £10 a year.  
To Ascham's influence is doubtless due  
Queen Elizabeth's fondness for archery.  
She was an exceedingly good shot, and is  
said to have organized a corps of archers  
among the ladies of her court. Tradition  
has it that all went well with them  
till they were unfortunate enough to  
shoot better than their royal mistress,  
when the consequences were dire indeed.  
Charles II. was also a noted archer

and the Guild of St. Sebastian at Bruges  
still have a mace presented by him. Un-  
der his patronage a grand display of  
archers was held in Hyde Park in 1661,  
and so great was the popular excite-  
ment over it that an old chronicler says:  
"Three regiments of foot laid down their  
arms to come to see it."

After the founding of the Royal Tox-  
ophilite Society by Sir Ashton Lever in  
1781 as successors to the Ancient Fins-  
bury Archers, archery once more be-  
came popular, and encouraged by the  
Prince of Wales, afterwards George IV.,  
was the fashionable sport of the day.  
Partolozzi executed a fine print of him



(Photo specially taken for the Monitor)  
**AN ARCHERY GROUND**

in the uniform of the Royal Kentish  
Archers from a picture by J. Russell,  
R. A.

Two very long shots are supposed to  
have been made about this time. One in  
1794 of 360 yards by Mr. Rawson a shoe-  
maker by trade, near Manchester, and  
the other in 1798 by Mr. Troward of the  
Royal Toxophilite Society, who shot  
340 yards. In 1795 also Mahmud Effendi,  
secretary to the Turkish ambassador,  
shot an arrow with his Turkish bow 482  
yards in the presence of three members  
of the Royal Toxophilite Society. The  
bow and arrow with which this feat was  
performed are still in possession of the  
society at Archers' hall.

Coming to the mid-Victorian era  
Horace Ford for many years stood out  
as the most brilliant archer of his day.  
Mr. Ford won the championship 12 times,  
11 times in consecutive years. His scores  
were most remarkable and have never  
been surpassed. His most famous scores  
were, 245 hits 1251 score at the grand  
national archery meeting at Cheltenham  
in 1857, and again in 1858 230 hits and  
1128 score for the double York round,  
while on eight occasions his score ex-  
ceeded 1000 at public meetings. In pri-  
vate Mr. Ford improved even upon his  
public scores, his score of 809 from 137  
hits on the single York round being the  
finest performance yet recorded. Mr.  
Ford also in 1856 shot a distance of 308  
yards.

Ford's style was not graceful but gave  
the impression of great difficulty grap-  
pled with and overcome by perseverance,  
rather than being the result of natural  
aptitude. He paid deliberate attention to  
every detail and always impressed upon  
other archers the importance of so doing.  
A great friend of Mr. Ford's was the Rev.  
J. Bramhall, and though a very fine shot  
in private and second only to him for  
many years wanted of confidence at the  
critical moment prevented Mr. Bramhall  
from ever obtaining the much coveted  
archery championship.

**Improved Shooting**  
Mr. G. E. Fryer in 1873 scored 639 in  
127 hits and since 1870 the general level  
of shooting has remarkably improved, as  
evidenced by nine archers between 1870  
and 1893 having scored over 1000 on the  
double York round at public meetings.  
While since 1893 scores of over 900 have  
been of constant occurrence. Since 1900  
Mr. R. Brooks-King has held the cham-  
pionship six times, and Miss Leigh be-  
came championess no less than nine times.  
Miss Leigh is famed for being the only  
recorded archer who has ever shot  
through the two days of a public meeting  
without dropping a single arrow.

Miss G. Newall has been championess  
for the last two years, and this lady  
also carried off the honors for England  
in the ladies' archery section at the Lon-  
don Olympic games.

Though not widely popular at the  
present day in the same way as golf,  
lawn tennis and croquet, yet through all  
the centuries from very early times  
archery has ever had its enthusiastic ad-  
herents, and still seems to have kept its  
power to attract those who care for a  
quiet pastime in the open air and one  
which calls for considerable skill and un-  
failing accuracy both of hand and eye.

**Tyng, Hall & Co.**

**Grain and  
Commission  
Merchants**

Rooms 33 and 35 Chamber of Commerce,  
**PEORIA, ILLINOIS**

## RAMBLER DESCRIBES LONDON, NORWOOD TO FLEET STREET

(Special to the Monitor)

LONDON—One can know a good deal  
about a great city without mastering its  
main topographical features. Thus many  
a cockney might be surprised, indeed in-  
credulous, if you ventured that London  
lay in a valley. Yet your statement  
would need no qualification in order to  
be true. For of course the Thames flows  
through the metropolis in a perfectly  
well-defined depression between the op-  
posite heights of Norwood and Hamp-  
stead. In fairness one should add, how-  
ever, that the depression is an uncom-  
monly wide one, about a dozen miles  
across, of packed house property. Hence,  
it is only from an elevation that the  
real contours are discernible.

The writer used to deem it no small  
pleasure to begin his day by looking out  
on the panorama from the parade in  
front of the Crystal Palace. Here one  
stands at the meeting point of Syden-  
ham and Norwood, and, as a matter of  
fact, upon the actual boundary between  
the counties of Kent and Surrey.

The ground immediately before you  
drops steeply to the railway line, but  
the eye will travel beyond the tunnel  
and over intervening trees, to rest on  
the far-off dome of St. Pauls, or the

eral of its best pictures are portraits—  
among them, a very remarkable painting,  
whose title to originality has been dis-  
puted by an almost identical canvas in  
the United States. Just past the school  
on the way to Herne hill, is one of the  
most beautiful of the numerous small  
parks in London. Its foliage and quiet-  
ude both make one feel remote from  
town.

The stranger passing Peckham Rye  
will see in it, probably, little more than  
a plain common. This stretch of turf  
somehow possesses a most uncompromis-  
ing air of modernity. But the name, at  
least, has an old-world sound; in fact,  
many names on the local railway are  
reminiscent of bygone times. Honor  
Oak, Lordship Lane, Denmark Hill and  
Peckham Rye, to mention just a few of  
them, all conjure up past centuries, the  
first of these places deriving its name  
from a tree which was planted by a  
monarch long ago in history.

Ruskin, it will be remembered, had a  
residence at Denmark Hill. Now the  
locality has an air of retirement, and  
merely marks a point in south London at  
which the congestion of houses increases.  
North of it are Camberwell, Walworth,  
Newington and Southwark. And through  
this veritable hive of humanity the way  
lies straight over Blackfriars bridge to  
where the ancient River Fleet once  
brought its quota down to the Thames.  
So we have now reached Ludgate Circus.

To the right Sir Christopher Wren's  
fine dome looms massively above the  
city. On the left, along the one and only  
Fleet street—Fleet street of the quaint  
Johnsonian courts and far-reaching  
"linoes" that, alone of a myriad peopled  
thoroughfares, slumbers not nor sleeps.



(Photo specially taken for the Monitor)

**The Quadriga at Hyde Park corner in the center of London**

Victoria tower and Big Ben at West-  
minster. Distance lends its own en-  
chantment by giving cohesion to masses  
and unity to groups of forms.

London bridge is, as usual, conspic-  
uous—but let imagination fill in the de-  
tails. For there are scenes which are  
best contemplated in silence. And cer-  
tainly we must reckon among them our  
first view of the old capital, spread out,  
some hundreds of feet below us, in  
linear perspective. Gleaming radiant  
in sunlight, gray in the halitones of  
evening, or dipped in the golden mist of  
autumn, always it is a moving spectacle  
of grandeur, stateliness and beauty.

Topical as is the question of the future  
of the Crystal Palace, at present one can  
only hope that individual enterprise,  
such as has been shown, may find a  
response in public support, and that  
some sound and ingenious scheme may  
emerge from the many proposals mooted,  
if the grounds are to become a national  
asset. "The palace," as local inhabitants  
affectionately call it, is a landmark in  
history as well as in space. And its sun  
should surely not go down while it is  
yet day!

Sydenham is undeniably a little "out  
of town." Ten years ago, or less than  
that, the railway service on one or two  
of the South London lines was somewhat  
primitive. On one of them, for instance,  
it was a common thing for evening pas-  
sengers to place lighted candles on the  
window ledges, so religiously dim was  
the illumination provided in the car-  
riages. Nous avons change tout cela!  
The new electrically driven train brings  
the suburbs nearer in.

**Dulwich Gallery**

On the western side of Upper Norwood,  
Streatham leads pleasantly out to the  
country. But Dulwich, with its deligh-  
tful green, college and famous pic-  
ture gallery, is easily the most interest-  
ing place between Sydenham and the  
river.

This gallery includes examples which  
no close student of art will ignore. Sev-

**H. C. DEAL**  
**Sign Painter**  
Scene Painting, Trade Marks,  
Boards, Glass, Mosaic, Show  
Card Lettering

225 N. Adams St., PEORIA, ILL.

**CREEDE MINE ORES**  
**YIELD \$37,500,000**

The geology and ore deposits of the  
Creede mining district, Colorado, are  
briefly described in a preliminary report  
published by the United States geological  
survey as Bulletin 530-E, by W. H. Em-  
mons and E. S. Larsen.

In the '80s the upper portion of the  
valley of the Rio Grande was a route of  
transportation between Wagon Wheel gap  
and the flourishing mining camps near  
Silverton and Lake City. This route  
passed very near the present site of  
Creede and nearer still to Sunnyside, a  
small camp about two miles west of  
Creede. Some of the argonauts halted on  
the way long enough to prospect the  
steep mountain slopes along the valley,  
and finding encouraging indications lo-  
cated several claims. There is no record  
of any new discoveries from 1880 until  
August, 1889, when N. C. Creede, E. R.  
Naylor and G. L. Smith located the Holy  
Moses mine on Campbell mountain. The  
following summer Creede located the  
Ethel and C. F. Nelson located the Solo-  
mon claim. The mining district that was  
formed was called the King Solomon  
district; it is east of and nearly con-  
tiguous to the Sunnyside district.

When it became generally known that  
Creede had sold an interest in the Holy  
Moses mine to D. H. Moffat of Denver,  
prospecting was renewed with great  
vigor, and in June, 1891, several prospec-  
tors from Del Norte discovered the Last  
Chance mine on Bachelor mountain.

The railroad from Wagon Wheel gap  
was extended to the district in 1891, and  
the first train arrived at Creede on De-  
cember 16 of that year. It is credibly  
reported that the town housed 10,000  
people in the early '90s. The district  
has been producing almost continuously  
since the advent of the railroad, and the  
daily tonnage in the '90s was large. Dur-  
ing some of these years silver was at a  
very low price, but the mining operations  
were profitable nevertheless. The produc-  
tion has declined somewhat in recent  
years, and in 1910 it was \$1,036,286. The  
total production of the district is esti-  
mated at \$37,500,000.



## MILWAUKEE'S BIG TANNERIES TURN OUT TREMENDOUS PRODUCT

City's Annual Output of Leather Valued at \$41,500,000—\$10,000,000 Annually in Hides and Skins

### WORK OF PIONEERS

MILWAUKEE, Wis.—About half a century ago a few industrious Germans began to tan hides in Milwaukee. The lack of appliances did not daunt them. They possessed practical experience acquired before their arrival here, and they did not hesitate to make use of it in a telling way.

These pioneer tanners forced their way into the forests immediately surrounding

in the many utility features of which leather is found to be capable. Twenty-four and a half million dollars are invested in this flourishing industry; it is providing nearly \$3,000,000 in wages annually for those engaged in its operations.

More than 4000 people are employed by these tanneries and their annual output is in excess of 4,500,000 hides and skins, representing a business of about \$10,000,000.

### The Pioneers

This great industry had its beginning in Milwaukee through the thrifty efforts of Guido Pfister, Fred Vogel, Sr., and F. Schullkopf, natives of Germany, who came here in the early 40's. Their first consignment of hides came here from Chicago, where there was no tannery, and the bark with which to do the tanning came on a small sailing vessel from Erie, Pa. No one could be found here to peel the bark in this state and as it was some time before that end could be attained, they had to get the hemlock bark from other states. The product of that time was harness, sole, wax calf, kip and wax upper leather, which was disposed of chiefly in the surrounding country, a portion, however, going as far south as St. Louis, as that

than half the time is now consumed compared with the old method, and if the "wheel tanning" is taken into consideration, three or four days suffice to tan a heavy side of harness or sole leather. By the regular process employed, the greater majority of sole leather takes four months, for calfskin 60 days, and regular upper leather 70 days.

### Tanning Methods

In 1893 most upper leather was tanned with hemlock bark, in other words, in liquor produced from hemlock bark, some with other vegetable tannages, while harness and sole leather was either hemlock, oak or combination hemlock and oak tanned. Shortly after this the chrome tannage came into commercial use and is now almost universally used in tanning upper leather.

About 20 years ago the upper leather in a shoe cracked right back of the tip or at any place where there was a bend or crease. These cracks went through the leather and the little cobbler on the corner then put on an "invisible" patch, so-called. It was nothing uncommon to see a well dressed man with a shoe or pair of shoes having these "invisible" patches. The leather does not crack as it used to do. It is better tanned, and

polishing or after soiling and re-polishing. The leather takes different shades and gradually grows darker. These conditions are fully realized by tanners who regularly employ chemists, or have their own extensive laboratories, and a large sum has been spent in trying to solve this problem.

Now there is a new tan leather on the market, having all the good points that any tan leather ever possessed, and, in addition, it is an absolutely uniform colored leather; the same shade at the tip is also found at the tail. This feature enables the shoe manufacturer to cut out his leather without trying to match up his vamps, so that a pair of shoes has the same color in the right shoe as in the left shoe. This particular leather does not need any polishing; whenever the shoe is soiled soap and water will restore it to its original color and brilliancy, and a shoe that has been worn three months has exactly the same shade and color appearance it had the day it came out of the factory.

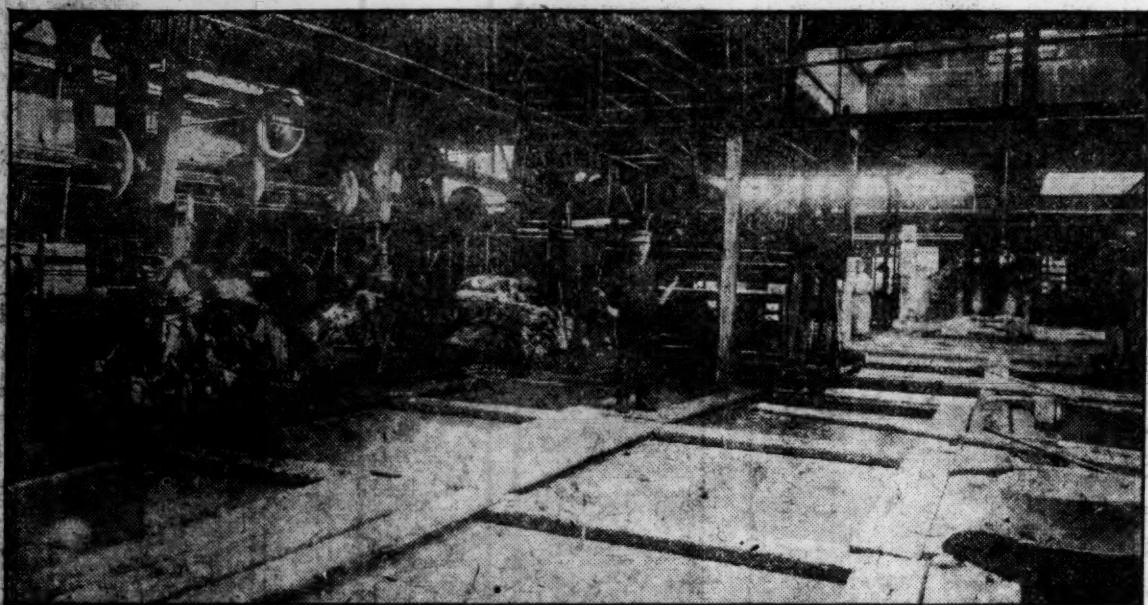
### STATE OUTLINES FARMING COURSE

HARRISBURG, Pa.—The first general outline for a uniform course of agricultural education in the public schools of Pennsylvania, as required by the school code of 1911, has been issued from the state department of public instruction.

The course outlined provides for two years' work, and is arranged, as far as possible, according to sequence of seasons, being designed for seventh and eighth-grade schools, which, it is proposed, should be combined in one class in rural schools.

Provision is made for the industrial conditions in various regions, especially in the mining regions, where it is recommended that more attention be given to vegetable gardening and improvement of school grounds.

## ROOM WHERE HIDES ARE PREPARED FOR TANNING



In 1893 most upper leather was tanned with hemlock bark—Shortly after chrome tannage came into commercial vogue and is now almost universally used

what then was the little village of Milwaukee, and hauled back the bark they had collected for use in their little tanning shops scattered along the river banks.

The leathers they made, though somewhat crude, were splendid examples of cohesion and tenacity. A reputation for leather of durability and handsomeness of appearance was acquired at the start, and grew apace.

Of the many specialties which have added leather fame to Milwaukee it is interesting to recall the Milwaukee-made oil grain product, the Russian calf, the velours, the Phoenix kid.

It is fitting that the city which can point to an annual output of leather valued at \$41,500,000 should still be the home of the pioneers, not only of the leather trade, but also of improvements

city was then a greater distributing point than Chicago.

The founder of the oldest tannery in Milwaukee, came here in the early 50's. He said at that time there were a number of tanneries located along the river front on River street. He distinctly remembers washing hides in the river in the winter time when the thermometer registered 25 degrees below zero. After leaving the vicinity of River street, part of the tanneries were located on the north side on both sides of the Milwaukee river and others on the south side, on the banks of the Menominee and Kinnickinnic rivers.

The most marked change which has taken place in the process of tanning in the past 65 years is the constant shortening of the time required to prepare the leather for market. Not more

a pair of shoes wear longer than they used to wear 20 years ago because the tannage is better.

The introduction years ago of Russia leather, a vegetable tanned tan, was considered in point of looks an improvement over the black leather. But the trouble with the regular tan shoes has been that it does not hold the color after

### BOOKS

#### Book and Art Shop

JEFFERSON BUILDING

MILWAUKEE, WIS.

Religious Mottoes and Pictures, Books, Lesson Markers. A large assortment of Christmas Folders. Send for Catalog.

Lilian M. Sisson

### FREE CATALOGUE

Manifold and Loose Leaf Forms and Devices  
B. LOEWENBACH & SONS CO.  
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Year's course includes Bookkeeping, Rapid Accounting, Commercial English and Spelling, Palmer System of Penmanship, "SUCCESS" Shorthand, and Touch Typewriting. Send for Catalog.

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TAILORS IMPORTERS

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### THE STARK-GLASS COMPANY

MERCHANDISE BROKERS

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Syrup, Starches, Sugar, Rice, Beans, Can Goods, Nuts, etc.

## Wisconsin



You will sleep better on a porch equipped with

## Vudor Porch Shades

Write for Beautiful FREE Booklet Now

and learn how to make your porch useful, comfortable and beautiful.

HOUGH SHADE CORPORATION  
259 Mill Street,  
JANESVILLE, WIS.

LOOK FOR THE VUDOR NAME PLATE ON EVERY SHADE YOU BUY

Get Vudor Porch Shades now for your sleeping-porch this winter and they will add another living-room to your house next summer. Besides, they will give you and the children a sheltered nook in which to enjoy the outdoor air, protected from the inquisitive gaze of outsiders.

Vudor Porch Shades are stained in beautiful colors that never fade or run. The slats are of tough wood that lasts years longer than other kinds. The binding is of the Seine twine used in fishermen's nets and woven with a lock stitch that can't come out.

Easily put up with a screw-driver. In many widths. From \$2.50 up. Cost less than imitations.

"I Want to Know"

Please send me your booklet in colors and tell me the name of the dealer nearest me.

### CALLAWAY FUEL COMPANY

Established 1873

Germania Building  
MILWAUKEE

### Gas and Electric Fixtures

Artistic and practical PORTABLE LAMPS just arrived. An invitation is extended to all who are interested in up-to-date illumination.

### H. E. FRANKE

421 BROADWAY  
MILWAUKEE, WIS.

### "The Corset Shop"

Fredericka Pluckhan

Corsets, Brassieres

Silk and Lisle Underwear

Silk and Lisle Hosiery

Silk Petticoats

407 Milwaukee Street  
Wells Building  
MILWAUKEE

### The Ideal Laundry Co.

THE LAUNDRY OF QUALITY. SEVEN CHANGES OF WATER.

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### Gerretson Company

MILWAUKEE

Manufacturers of

"DELICE" UNDERWEAR

Combinations, Drawers, Night Gowns, Skirts, Princess Slips, Kimonos, Corset Covers, Negligees.

Prices \$1.00 and upward

SPECIAL ATTENTION GIVEN TO MAIL ORDERS



### It's Free

We have prepared a nicely illustrated booklet showing pictures—actual photographs—of about 30 houses ranging in cost from \$1500 to \$6000—houses we have built and sold on our various subdivisions at WEST ALLIS and WEST MILWAUKEE. If you have ever thought of owning a home, or if you are now paying rent, you should have a copy. It contains a fund of good advice and valuable information. This booklet is free to you for the asking. Kindly mention the Monitor.

### McGEOCH

Main Office—Cement Block Bldg., 53rd & National, MILWAUKEE

### True Worth in FURS

Is not measured by price alone. Look beyond the price-tag. Weigh the character of your furrier in the same manner that you would the one to whom you look for guidance in diamond buying.

The enviable reputation of Christensen's Creations has been gained through true worth—and right prices.

Special Attention Given to Remodeling

Christensen  
412 MILWAUKEE ST.  
MILWAUKEE



— THE —

## Merchants & Manufacturers Bank of Milwaukee

Invite an inspection of their quarters in their new building, 214-220 West Water St.

WE HAVE PARTICULARLY ATTRACTIVE QUARTERS FOR WOMEN

L. M. ALEXANDER, President  
E. C. KNOERNSCHILD, Cashier  
S. V. DELA HUNT, Assistant Cashier

W. F. MYERS, Vice-President  
W. S. PADDOCK, Vice-President  
A. FROEDE, Jr., Assistant Cashier



**THE IMPORTANCE** of the two Nemo elastic fabrics, "Lastikops Cloth" and "Lastikops Webbing" can hardly be overstated. These are the only elastic fabrics in existence that will not "give out." By their use, extremely long corsets are made comfortable, the most fashionable effects are produced, with the utmost ease. Our own patented inventions, used only in Nemo Corsets. Beware of attempted substitution.

**NEMO CORSETS** have won worldwide approbation solely upon superior merit. For a great host of women, no other corsets are so comfortable. In nearly every civilized country the word "Nemo" is a synonym for durability and perfection of corset-style. All attempts to imitate Nemo features have had just one inevitable result—to vastly increase the popularity of genuine NEMO CORSETS.

### Plain Corset Talks TO WISE WOMEN

(No. 1)  
Ten thousand stores in the U. S. sell Nemo Corsets. A few of them advise you to buy some other corset when you ask for a Nemo.

WHY? Generally it is because that other corset gives the dealer more profit and YOU less VALUE.

Be a Wise Woman!

**Nemo**  
CORSETS AT \$5



### BANDLET SELF-REDUCING

Here's a corset (No. 522) that has no rival for a figure which needs perfect abdominal support from underneath. It insures splendid style with complete ease.

But if you wear it in a size too small, it may be uncomfortable.

That's not the fault of this splendid corset. It's just somebody's carelessness.

With Improved Bandlet  
No. 522—medium bust } \$5.00  
No. 523—low bust

Be a Wise Woman!  
—and deal only with stores that will show you a NEMO when you ask for it.

### Plain Corset Talks TO WISE WOMEN

(No. 2)  
You know the difference between a "fussy" gown at \$10 and a plain, rich costume at \$50. One is all show, and the other is all service.

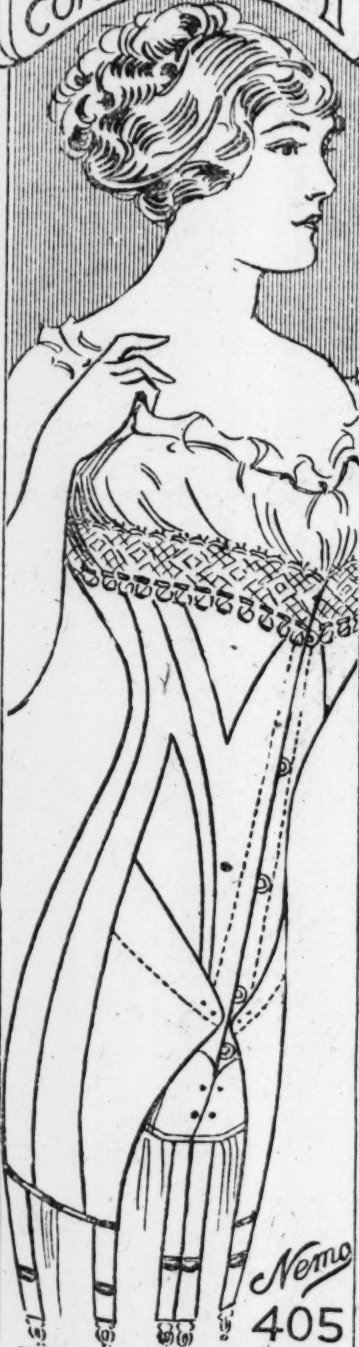
So with corsets. It's easy (and cheap) to "doll" them up with laces and frills; and some women are deceived—they mistake show for real value.

Nemo Corsets are all service, comfort, and perfect style—with-out frills.

Be a Wise Woman!

Buy SERVICE—not show.

**Nemo**  
CORSETS AT \$4



### RELIEF-BANDS SELF-REDUCING

#### THESE IMPROVED NEMO RELIEF BANDS

—give all the support that many stout figures need. This year the Bands have elastic inside ends of Lastikops Webbing, making them fit more snugly and with greater comfort. Two models:

No. 403—low bust } \$4.00  
No. 405—medium

Lots of women like these corsets even better than the higher-priced Nemos—it all depends on what kind of a corset your figure requires.

### Plain Corset Talks TO WISE WOMEN

(No. 3)  
Don't forget that there is a Nemo Corset for every figure.

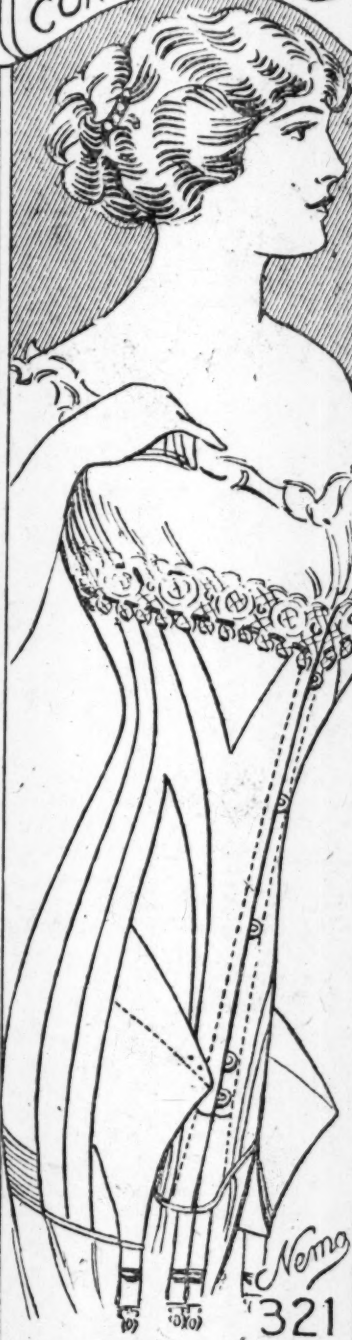
If you have worn a Nemo, and didn't like it, you may be sure that you didn't select a model suitable for your figure; or you tried to wear a size too small—which is always a mistake.

Nemo Corsets do things; so they MUST be worn in the right model and the right size—then no other corset is so comfortable, durable and stylish. Therefore—

Be a Wise Woman!

Select a Nemo that SUITS and FITS you. Then you'll always be a Nemo wearer.

**Nemo**  
CORSETS AT \$3



### FLATNING-BACK SELF-REDUCING

These Corsets are worn by not less than a MILLION women, here and abroad.

#### For Stout Figures

No. 321—Improved Self-Reducing front; broad hip-confining bands of Lastikops Webbing give modish "inslope;" long skirt, medium bust—\$3.00.

No. 319—Same as No. 321, but with low bust—\$3.00.

### Plain Corset Talks TO WISE WOMEN

(No. 4)  
Don't expect to get Nemo style and comfort unless you insist on getting a genuine NEMO.

There are many imitations, but NO SUBSTITUTE.

Be polite to the dealer who tries to sell you "something just as good"—perhaps he doesn't realize that he's treating you unfairly; but always—

Be a Wise Woman—and consider first YOUR OWN style, comfort and purse.

**Nemo**  
CORSETS AT \$4



### LIMSHAPING SELF-REDUCING

This model, No. 406, is especially suitable for women who have thick upper limbs.

Bands of elastic Lastikops Webbing prevent that bulge of fat below the corset-skirt—your gown fits snugly and smoothly.

When you sit down, the elastic bands expand; you're comfortable, and your corset doesn't "ride up."

No. 406—low bust } \$4.00  
No. 408—medium

Both have Improved Self-Reducing front; very long skirt; sizes 20 to 36.

### Plain Corset Talks TO WISE WOMEN

(No. 5)  
Corsets can be made with gores and bands of ordinary elastic; but most manufacturers hesitate to make such corsets, knowing that all ordinary elastics will quickly wear out.

For the same reason, wise women decline to buy them.

Be a Wise Woman!

**Nemo**  
CORSETS AT \$5



### IN-CURVE BACK SELF-REDUCING

#### A Marvel of Figure-Control

The picture tells you the story. Four gores of elastic Lastikops Cloth, in the extra-long skirt, and the "In-Curve Back" of elastic Lastikops Webbing, give you marvelous figure-reduction, yet you can sit down in perfect ease.

Two models:  
No. 506—low bust } \$5.00  
No. 508—medium

REMEMBER—our elastics don't "give out." All others do.

Every Nemo Corset represents at least twice as much value, in material and making, as any other corsets sold at same prices.

Ask for the Nemo, insist upon seeing it, and accept no substitute. In other words—

Be a Wise Woman!

KOPS' BROS., Manufacturers, NEW YORK



# THE CHRISTIAN SCIENCE MONITOR

Section Four

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER 27, 1910

## Rapid Development in the Texas Gulf Coast Country

**Lower Rio Grande Valley Has Developed Ranch Sands Into Fruitful Farms to Wonderful Degree**

### ACTIVE INDUSTRIES

AUSTIN, Tex.—What is commonly known as the gulf coast territory of Texas, embracing the delta region of the Rio Grande, has been the scene of remarkable agricultural development during the last few years. It is an area of vast opportunities and possibilities. Extending from the border line of Louisiana and following the curve of the coast line westward and southward for about 500 miles, and running back towards the interior for probably 100 miles, in what was formerly an unbroken ranch region, new homes are being rapidly established and the virgin soil made to produce enormous yields of various kinds of crops.

### Development

What may be said to have been the primary and potential factor in this work of land reclamation is the construction of new lines of railway which afford a transportation outlet for the products of the farm and enable the settling up of the former waste places. Since the completion of the railroad which traverses the coastal region, less than a decade ago many millions of dollars of money have been invested in lands and irrigation enterprises. New towns have sprung up with great rapidity all along the coast and throughout the delta region of the Rio Grande. Wonders have been wrought in the transformation of the coastal country.

In the matter of soil and climate, as well as in the physical aspect of the region bordering the gulf coast of Texas, there is a wide diversity. On the extreme east it is the cut-over lands that are being brought into a state of productiveness through the adoption of modern methods of agriculture. In the central coastal portion much of the land is open prairie.

Bordering this open country on the west are the chaparral-covered lands that extend almost unbrokenly to the Rio Grande. Here and there, however, in the brush-covered territory are small areas of prairie, but, for the most part, it is a perfect wilderness of mesquite and other low ground.

### Rio Grande Valley

While there has been a great deal accomplished during the last five or six years in the matter of converting ranch lands into farms in the territory between Beaumont and Houston and between Houston and Corpus Christi, the most wonderful development along this line has been in the lower Rio Grande valley.

and in the section extending south from Corpus Christi for 50 to 75 miles.

The fact that the valley of the Rio Grande, from the mouth of that stream to the present terminus of the branch line of railroad on the American side, is the most southern part of the United States gives it a climate that is ideal for growing many products that are not adapted to the more upper portions of the country.

There is embraced in the lower valley of this river on the Texas side approximately 600,000 acres of land that is susceptible of irrigation and reclamation. It is a veritable empire of natural richness. Its soil is composed of centuries of silt deposit from periodical overflows of the Rio Grande.

While in times past these overflows were wont to cover much of the valley they are now being rapidly brought under control through the construction of levees and drainage works and are no longer a menace to the crops.

### Industrialism

When the fact is considered that investments aggregating upward of \$30,000,000 have been made in the lower Rio Grande valley within the last 10 years, that homes have been created for hundreds of people, that new towns of a modernness that is not to be found in any other part of the country have sprung up all along the main and branch lines of railway, that large manufacturing establishments, some of them representing the cost of several hundred thousand dollars each; that an enormous amount of other industrial activities are now in every-day practice—that all these things have been accomplished as a

### CHAPARRAL WILDERNESS, RIO GRANDE VALLEY



Clearing chaparral-covered land which borders open country on the west—In the central coastal portion much of the land is open prairie

result of the bringing into cultivation of less than one-third of the total area of the valley lands, the possibilities of the future when the remainder of this virgin territory is reclaimed are almost beyond conjecture.

### Irrigation

While irrigation is generally relied upon as the basis for the development of the lands of the Rio Grande valley, it is

not found necessary every season to apply much water artificially to the growing crops. This was particularly true during the season just closed. An unusual amount of rainfall made farming without irrigation as successful as in any other part of Texas and even more so, it is claimed.

In no other part of the country is irrigation practised by private concerns on as large a scale and as extensively as in the delta of the Rio Grande. There are operating there at this time 39 irrigation canal systems each obtaining its water supply from the Rio Grande. Some of these systems are capable of furnishing water for irrigating as much as 80,000 acres of land. They are operated independent of land ownership, although most of the canal companies are the owners of large tracts of land which they are disposing of, however, to colonists.

The pioneer and one of the largest irrigation concerns has invested more than \$2,000,000 in the construction of its canal system and the installation of electric and steam pumping plants. This company is also the founder of the thriving town of Mercedes which is laid out and built on the most modern and approved lines of municipalities. This irrigation system is now being extended to embrace an additional tract of 30,000 acres of land for which it will provide water.

Among the other large systems are those which furnish water for what are known as the San Benito, Harlingen, Mission, McAllen, Donna and other tracts of land. Some of these canals, particularly those at Mission and San Benito, are of a size of an ordinary river and capable of floating good sized boats. In fact, it is planned to inaugurate a

regular boat traffic for handling the products of the farms upon the larger waterways.

Besides the many new towns that have been established in the valley as the result of the agricultural development that has taken place the old town of Brownsville, which is situated on the bank of the Rio Grande, just opposite Matamoros, Mex., has taken on new activity, after its long period of lethargy, and promises to become a business and industrial metropolis of no small proportion.

Besides the Frisco railroad, which comes down from the North, Brownsville is connected with the interior of

Mexico by the branch line of the National Railways of Mexico, which runs from Matamoros to Monterey. There has been erected across the Rio Grande at that place a new bridge, which is utilized by the railroads and for vehicle and passenger traffic. The National Railways of Mexico has under construction a new line that will run from Matamoros down the coast to Tampico, where it will connect with other existing lines of that system, and with the so-called cutoff line, which it is constructing between Tampico and Mexico City.

With the completion of this cut-off and the line up the coast of Matamoros, Brownsville will be more than 200 miles closer by rail to the capital of Mexico than any other United States border point.

Another factor that is causing a wonderful impetus to the development of the Rio Grande valley is the construction of the San Benito & Rio Grande Valley railroad which is known as an inter-urban system. More than 60 miles of this new line are already finished and in operation. The plans call for the construction of about 250 miles of track in all.

The whole valley will be gridironed with this new system and it is stated that there will not be a farm farther removed than one mile from its track.

It will be essentially a farmer's railroad and its purpose is to serve as a feeder for the Frisco.

### Winter Produce

The Rio Grande valley is noted chiefly at this time for its enormous yields of winter produce. It is sometimes called the kitchen garden of the United States. On the farms are produced each year thousands of cars of cabbage, Bermuda onions, lettuce, cauliflower, snap beans, radishes, sweet potatoes, roasting ears, tomatoes and a variety of other garden truck that is marketed all over the country.

Besides this profitable business of

**Extensive Irrigation in Delta of the Rio Grande—39 Canal Systems Get Water Supply From River**

### GROWTH OF TOWNS

growing produce there are about 20,000 acres devoted to sugar cane and this latter industry is increasing very rapidly. It has been proved that the soil and climate of that region are specially adapted to sugar cane growing. Already large sugar mills are established at San Benito, Harlingen, Brownsville and Donna, and upon the San Juan and Brulay plantations. Corn and cotton are other standard crops that are sources of large profits. Two crops of corn may be grown upon the same land each year and many of the farmers find it possible to grow as much as three or four crops of some other kinds of products upon the same land in one year.

The fact that the region is seldom visited by frost makes the crop season all the year round. In the upper coastal country the water for irrigation comes chiefly from artesian wells, although the running streams are often utilized for the purpose. In the territory around Bishop, Kingsville, Falfurrias, Sinton, Corpus Christi, Victoria and all of the coastal country east of the latter place cotton and other crops are produced in abundance without irrigation.

While the citrus fruit industry has made considerable headway in the upper gulf coast country the lower portion is generally regarded as better adapted from a climatic standpoint for oranges and grapefruit. In the lower Rio Grande valley dates do well, and in fact, many other kinds of fruits that are adapted to the temperate and semi-tropical zones are found to be ideally suited for that region.

### Rice Growing

In the more eastern coastal territory rice growing has become an important industry of recent years. This is particularly true in the sections around Beaumont, Bay City, Collegeport and other places where there is an abundance of water available for irrigation purposes.

Another important factor of the development of the country that borders the Texas coast is the attention that is given to the drainage of the lands. Under a new law it is possible to organize drainage districts and issue bonds on the value of the land embraced in same for the construction of drainage works.

Since this law went into effect, approximately \$2,000,000 of bonds have been issued for carrying out drainage projects in the lower Rio Grande valley and in the upper coast sections. This movement is gaining rapid headway and it is thought that within the next few years practically all of the land that borders the gulf will be equipped with drainage canals and ditches.



Third crop Egyptian wheat from one planting in South Texas—Total yield per acre for three crops 300 bushels



Field of irrigated cotton in Texas—Some of the irrigating canals are size of ordinary river

## SASKATCHEWAN TO SPEND \$5,000,000 TO BUILD PERMANENT HIGHWAYS

In Canada the great distances between cities, the sparse population, the demand for money in the development of a new country, the inland-reaching rivers and the great inland lakes have combined to delay improved road construction. Waterways, however, were really insufficient from the start, and so Indian trails yielded to bridle paths and then to rough unimproved roads.

Then came the railroad, that mighty factor in the development of the country, reducing the cost of transportation to a mere fraction of that of the Red river cart; but the problem had still to be faced of how the farmer was to get to and from the nearest railroad depot to dispose of his produce and bring back his supplies. The crying need for good roads in Saskatchewan, as in other parts of the dominion, produced the man. In and out of season the Hon. Walter Scott, premier of Saskatchewan, advocated road improvements, and it is largely to his efforts that the matter has at last taken practical shape.

Good roads, to be linked up over such a large area as is found in the province of Saskatchewan, along with bridge connections at various points must of necessity entail enormous expense. Recognizing this the government at the last session of the Legislature pledged themselves to an expenditure of \$5,000,000 on the work, of which \$1,500,000 will be spent in the current year. The scheme of improvements will include main roads to be decided after consultation with



HON. WALTER SCOTT  
Premier of Saskatchewan

as bridges, heavy fills, side hill grades etc., beyond the means of local authorities although not on main roads.

Up to the present time there are few places in the province where anything more than improvements to make the best possible earth roads is undertaken, and it is only where gravel is easily obtainable that stretches of graveled road have been constructed. There are, however, many places in the province which have reached a state of development that demands something better, and while the physical nature of a very large part of the country makes the problem a difficult one to handle, the government of Saskatchewan has made provision in the highway improvement act for the appointment of a board of highway commissioners whose duty it will be to find a successful solution of this all important problem, a problem that has engaged and is more than ever engaging the attention of civilized countries and is the keystone to the further development of this great Western country.

Railways have been constructed and telephones introduced throughout the length and breadth of the Province and other measures introduced which add to the convenience and comfort of the people, but to the farmer—and Saskatchewan's development and the farmer's interest go hand in hand—a good road is of the most vital importance, for anything which lessens the cost of transporting his produce from the farm to



A. J. MACPHERSON, C. E.  
Chairman highways commission of Saskatchewan

the shipping point increases the profit he derives from its production

Rome was not built in a day, nor were the Roman roads, but the policy inaugurated in Saskatchewan will result in giving this province the best system of public highways of any province in the Dominion. Recognizing, too, that a great

## NEW JERSEY AUTOMOBILE RECIPROCITY GIVES FREEDOM TO ALL MOTORISTS

Automobile reciprocity in New Jersey was achieved in fact when on April 5 of this year Governor Wilson in the Governor's room at the State House in Trenton signed the bill granting 15 days'

deal of the work to be done will be in the nature of permanent improvements to be enjoyed by future generations the \$5,000,000 will be charged to capital account and will in no way interfere with the ordinary annual outlays for road and bridge work. And to further show the democratic principle underlying the scheme, every municipality and local improvement district in the province will have a voice in determining the methods to be followed in carrying out the policy—may, more, the government will spend dollar for dollar with every municipality which undertakes highway work of a permanent nature.

The highways commission, which is under the able chairmanship of A. J. Macpherson, C. E., who resigned his position as city commissioner of the city of Regina to undertake the work, is investigating methods of improvement that offer a solution for peculiar difficulties and are distributing information to those interested tending to raise the standard of road-making, and at no distant date many an early settler who is still enjoying the fruits of his arduous labors will be able to ride in comfort in his well appointed automobile where once he jolted over rut or labored through slough behind his patient ox.

privilege to non-residents to tour in New Jersey provided such non-residents conform to the laws of their own state and provided their state extends to New Jersey substantially the same privileges.

Motorists of New Jersey have for the past six or seven years struggled for what they believed to be a just motor law which would equally protect the interests of the state and the automobilist and at the same time extend to the non-resident motorist an invitation to visit within the state. The fight for automobile reciprocity was carried on for years before it was accomplished, but in every instance the arguments for and against such reciprocity were undoubtedly prompted by a sincere desire on the part of the residents of this state to protect the interests of the state as seen from the several standpoints, locally and otherwise. It seemed for a time to be impossible to convince the farmer and granger element that it would be to the best interests of the state to extend reasonable touring privileges to non-resident automobilists, and it is but fair to the automobilists of New Jersey to say that such reciprocal privileges were only secured by a compromise on their part which resulted in an increase of the license fees to resident motorists of 50 per cent over the previous rate.

While we have said that some conscientious opposition came from farmers' and grangers' organizations throughout the state, it is also happily true that many of these saw the mistake they

had made and in such cases with much vigor fought for reciprocity. It was, however, largely through the united effort and cooperation of the automobile clubs, Boards of Trade, hotel associations and real estate interests that automobile reciprocity in New Jersey was finally secured. Looking back, it seems strange that a spirit of reciprocity and brotherly feeling to our sister states should ever have to be contended for, but happily all is changed now.

The state is actually in receipt of larger returns for license fees from non-residents who desire to visit longer than the fifteen days, the motor vehicle department fund is increased by leaps and bounds, which income is to be spent upon the improvement and maintenance of highways, all of which means the material enhancement of the values of country property.

The new automobile reciprocity law has relieved the New Jersey motorist of the embarrassment and inconvenience of carrying upon his machine a license plate which formerly could not be recognized by other states on account of our refusal to admit motorists to our state upon terms of reciprocity.

One of the refreshing incidents of the campaign for automobile reciprocity was the demonstration on the part of the motorists in this state showing their appreciation of the good work done by the members of the Legislature, who received congratulations from thousands of motorists.



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## CAPE PENINSULA A FAVORITE RESORT

(Special to the Monitor)

CAPE TOWN, South Africa—One of the chief things that strikes one on visiting the cape after an absence of a decade, is that it is an astonishingly beautiful place in most respects. One has to overlook the ill-kept and almost aggressively careless aspect of many of the environs near Capetown, where corrugated iron and "useful" but unused rubbish seems to dim one's vision of even the grand old mountain. Apart from this however, one finds endless numbers of exquisite motor or carriage drives, extending for miles, any one of which might tend to make another resort famous. As a striking instance, there is a road round from Capetown to Kamps Bay which equals, if it does not surpass, the famous drive at Monterey in California, or its better known rival the Corniche road in southern France, which indeed it so strongly resembles. The South Atlantic breakers roll in and break on the precipitous rocks below the road, which seems to cling to the steep mountain sides.

Owing to there being a dozen clearly defined peaks, these slopes are known as "The Twelve Apostles," but, such is the unity at their base, that a traveler scarcely realizes that he is on anything but one continuous mountain. Many varieties of lovely mountain trees are indigenous to this country, as are almost all the fishes known to botanists and possibly gardeners abroad hardly remember that the majority of beautiful heaths and bulbs grown in hothouses grow wild out here and have been exported during the last century or more. Gladioli of varied colors, exquisite heaths, pelargoniums, and so forth, are to be found with very little searching. The blaze of blossom found in the chief street of Capetown every Saturday morning, in itself proves this and large numbers of natives make their living through devastating the wild ground for its lovely flowers, no definite provision being made at present to preserve them.

For the convenience of tourists and residents, who cannot afford to drive, a tramway company has comfortable electric cars running all around the chief portion of the peninsula. In this way one can see the suburbs, which, beyond the unkempt part of Salt river, become more and more beautiful. As in other countries the prettiest portions are not

nearest the railways or tram lines, but branching off towards the "Everlasting Wall," as someone has called "Table Mountain," and again towards the grand range of mountains, just opposite called the "Simonsberg" and "Hottentots Holland," whilst here, too, are long shady bridle paths, of great beauty and peacefulness. Again across a level stretch of what is called "the flats" are golf links, a racecourse and many a small farm, half hidden in dense scrub and trees. Tourists sometimes come to the cape, spend a few days at the Mt. Nelson hotel or elsewhere, and not having even begun to see the beauty of the place, are apt to move on with a wrong impression, this being largely due to the fact that South Africans have scarcely begun to grasp the art of judicious advertising.

The surf bathing alone would make the cape a splendid holiday resort, for at Muizenberg many hundreds of people are seen, from the hot sunbaked cities in the Transvaal and other colonies, enjoying the coolness of the ideal sandy beach and bathing in the surf. Enormous rollers come in ceaselessly, rolling up on to the white sands below the mountain. It is becoming too popular for those visitors who prefer solitude, as the large bathing pavilion, the bandstand and bioscopes make it rather an up-to-date seaside resort, but one can always go further down the coast, beyond the pretty naval station, Simonstown, where there are still many solitary houses and cottages to be found, and where bathing is quite ideal. It would, indeed, be difficult to exaggerate the charm of cape scenery, and Great Britain is fortunate in having it as a winter resort. Many steamers cover the distance from England in from 15 to 17 days. Frequently one finds Londoners and others enjoying the cool breezes and sunshine of this most get-at-able colony, if even for a few weeks only. Some aviators have been flying over the local race course, and one wonders how such a sight as a monoplane would have struck the level-headed old Dutch settlers who thrived here so long ago, building the artistic and peaceful homesteads their descendants and many British colonists still inhabit. One sees inevitably the marked difference between modern workmanship and the solid masonry, handmade doors

and window frames of solid teak of those days. Curving gables of indescribable grace and beauty adorn most of the older farmhouses even in Capetown and other old established townships. Fortunately, a school of architects under Mr. Cecil Rhodes' patronage revolutionized the style of building adopted here in mid-Victorian days.

Not only are Europeans of many nations gathered in South Africa to earn a living, but a large number of Americans are also found engaged in mining, fruit growing, and other industries. Incidentally it may be mentioned that Cape fruit, given favorable conditions, is almost unrivalled for flavor. The enormous strides this industry has made of late years proves this beyond question.

Modern methods introduced from Europe and California are doing much to advance the work, and improved cold storage arrangements, in the modern steamers, tend to make it all much easier. Here again, to a great extent, one sees the far-reaching work of Mr. Cecil Rhodes, as he gave a much needed impetus to this somewhat neglected aspect of Cape Colony, aided ably as he was by such well known authorities on fruit culture as R. Malletson, H. Pickstone and others. Even the local Boers are beginning to see that correct and careful methods pay, consequently their farms too are improving.

## WISCONSIN MAN SHOWS HOW TO SAVE MILLIONS

LA CROSSE, Wis.—After an exhaustive investigation extending over a term of years, John Sinclair of the Wisconsin legislative reference library, estimates that a saving of \$225,000,000 could be made to the consumers and producers of farm products in this country through cooperative buying and selling.

Mr. Sinclair was sent by the Wisconsin state board of public affairs to England, Denmark and other European countries, while making his investigation, to study cooperative marketing systems and to determine whether they would be applicable to Wisconsin conditions.

In his report, he estimates that the farm produce of this country is worth \$9,000,000,000. Assuming that half of this represents the cost of marketing under the present system, he estimates that at least 5 per cent of the other half could be saved by the producers by having their own cooperative managers and sales agents. This would mean a net gain to the people of \$225,000,000. The experience of cooperators in Ireland and Denmark has demonstrated that it is possible to save several times 5 per cent.

The great aim of cooperation, according to this investigation, is to increase production and to get the product to the consumer as economically as possible. Getting the product into the hands of the consumer is, of course, an intricate process where growers and consumers are as far removed from each other as they are at present. Naturally, the large producers cannot attend personally to all the details of transportation and marketing of their output or produce, according to the Minneapolis Journal. They can, however, hire competent men at regular salaries to take care properly of some of these phases of production and marketing, it is argued. But they can only afford to do this by cooperation with other producers.

Secretary Wilson of the department of agriculture has estimated that but 40 per cent of what the consumer pays for his product gets back to the farmer. If the present charges of distributing and retailing farm products by private concerns were not excessive, there would be no need of changing the system. But it is evident that 60 per cent of the selling price is a high rate to pay for putting the product into the consumer's hands.

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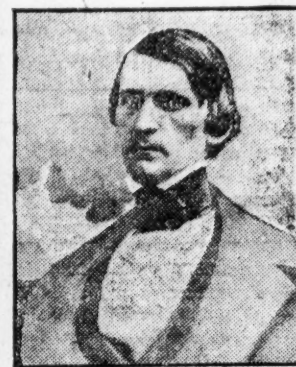
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## OKLAHOMA HAS VAST MINERAL RESOURCES

OKLAHOMA CITY.—Few states in the Union have either as many kinds or as great an amount of mineral resources as has Oklahoma. At the present time, however, not one half of 1 per cent of the state's mineral resources has been developed.

Oklahoma has practically inexhaustible deposits of the following valuable minerals: Coal, oil, gas, asphalt, gypsum, salt, lead, zinc, shale, clay, glass sand, granite, limestone, sandstone, gravel and Portland cement rock. In addition to these there are minor deposits of iron, copper, tripoli, novaculite, volcanic ash, and a little gold, silver and copper.

The coal field, which lies in the eastern part of Oklahoma, occupies an area of about 20,000 square miles. There are in all 10 workable beds of coal. The greater part of it is high-grade bituminous, or semi-anthracite. The United States geological survey estimates that Oklahoma has over 79,000,000,000 tons of coal yet unmined. More than 100 mines are in operation. The amount produced yearly varies from 3,000,000 to 4,000,000 tons, the valuation being from \$8,000,000 to \$8,000,000. Oklahoma ranks fourteenth among 28 coal-producing states.

### Oil Production

During the years 1908 and 1909 Oklahoma led the United States in the production of oil, the amount produced being approximately 50,000,000 barrels per year. In 1911 the amount produced was 54,000,000 barrels. Since 1900 the amount of oil produced in the state has been approximately 300,000,000 barrels. The greater part of the development of oil and gas to date is in six general regions, all located in the northern and eastern parts of the state. Thousands of wells have been drilled and many more are being put down all the time.

A noted American geologist who is recognized as an authority on oil and gas, and who visited Oklahoma a few years ago on a tour of investigation, gave it as his opinion that not one fifth of the future oil territory has been prospected and not one twentieth of it developed. It was his idea that the Oklahoma oil field represented the largest undeveloped area now known in the United States, if not in the world.

There is no way of estimating accurately the amount of gas produced in the state, but the best data available place the amount at 2,000,000,000 cubic feet per day. Every city and hamlet in the oil field uses gas for manufacturing and domestic purposes. Gas is piped to Oklahoma City, Guthrie and Shawnee in Oklahoma, and to Wichita, Topeka, Joplin, Kansas City and scores of other towns in Kansas and Missouri.

At the present time hundreds of wells producing all the way up to 5,000,000 cubic feet a day have been drilled in and there are scores reported to yield from 20,000,000 to 50,000,000 feet a day. The greater part of this gas is now utilized, nevertheless there are hundreds of millions of cubic feet going to waste every day.

### Asphalt Deposits

The asphalt deposits of Oklahoma, which are among the most extensive in the United States, occur principally in the southern part of the state, in the region south of the Arbuckle mountains, although exposures are found all the way from the Arkansas line to the Wichita mountains. Practically all of the asphalt occurs as rock asphalt; in other words rock impregnated with asphalt. In a few cases, however, the material is found in an almost pure semi-viscous state. New deposits are constantly being found and it is no uncommon thing for a farmer breaking out new prairie to turn up a black rock and find that an asphalt vein crosses his field. Or perhaps a man digging post holes may throw up a piece of asphalt rock. No one knows how extensive the deposits are, but there need be no surprise if new beds are discovered for the next 50 years.

Practically all the gypsum in Oklahoma occurs in the western counties, there being three lines of gypsum hills

extending northwestward and southeastward across the state. Ledges of gypsum 100 feet thick are reported, while other ledges are 40 feet thick and 200 miles long. It has been estimated that the amount of gypsum in western Oklahoma approximates 125,000,000,000 tons.

Such products as stucco, alabaster, cementite, Keene cement, plaster of paris and land plaster are manufactured out of the raw gypsum.

There are in Oklahoma seven regions of salt springs, or salt plains, from which there is enough salt water going to waste to manufacture 100 carloads of salt a day. If a hole is dug on the surface of the largest of these plains it will fill up within 10 minutes with a strong solution of salt.

There are at the present time three well developed camps in Ottawa county,

located at Peoria, Quapaw and Miami for mining lead and zinc. From all indications Oklahoma will be one of the great lead and zinc producing states of the Union.

Granite occurs chiefly in the Wichita and Arbuckle mountains. The quality of Wichita granite is very superior, being largely a fine-grained, gray or mottled rock. Near Tishomingo, in the Arbuckle mountains, there is an area of more than 100 square miles occupied by rather coarse-grained granite which makes a very handsome building stone.

### Few Manufactures

With this array of valuable minerals Oklahoma manufactures very little of her raw material. A half dozen pressed brick plants, a few gypsum plaster mills, and three Portland cement plants, include

about all now being worked. The greater part of the pressed brick and Portland cement used in Oklahoma comes from Kansas. Much of the gypsum plaster is manufactured in Texas. There is limestone sufficient to make lime for all the world, but Oklahoma imports all the lime she uses from Missouri, Arkansas and Texas. Practically all the manufactured clay products, including sewer tile, crockery and the like come from Missouri and Kansas, although Oklahoma has better clay than either of these states. With salt water going to waste, salt is imported from Kansas and Michigan. With asphalt deposits the largest in the country the streets of the cities are now being paved with asphalt from Trinidad, or with an inferior product derived from the residue of refined petroleum. With glass sand in inexhaustible quantities the glass factories are now using Missouri and Illinois sand.

This condition of affairs is due in a great measure to the fact that the presence and location of these various minerals have not been generally known. With the advent of statehood the population has increased and a larger number of buildings are being erected. As soon as some method is put into successful operation to manufacture Oklahoma's raw products a greater number of industries will be established. Nothing is now needed but the development and utilization of her raw materials. Oklahoma is destined shortly to become one of the leading manufacturing states in the Union.

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## IDAHO'S ORCHARDS HIGHLY PRODUCTIVE AND PROFITABLE

By JOHN U. M'PHERSON  
Secretary Idaho board horticultural inspection

BOISE, Ida.—In the past six years nearly 250,000 acres of land in Idaho, Oregon and Washington have been planted with fruit. The major portion of this land has been given over to apples. The number of trees planted exceeds 15,000,000, or about one-fifth of the entire apple growing area of the United States. The estimated value of these plantings is about \$200,000,000, and practically every district in these three states, where transportation facilities are available, has its commercial orchards.

Not more than 20 per cent of the total plantings have reached what may be termed in "full-bearing," and the writer does not believe that over one third of the acreage is five years old or upward. Each year is bringing into bearing a great many thousand acres, and it can be easily seen that the productive area is being added to by the thousand acres each year. To illustrate what this means, it is estimated that the trees in bearing in 1912 will double the yield of commercial fruit over the year 1910, which was the banner year of the Northwest in fruit production.

### Production

From the following figures can be seen the great strides that Idaho has made in the last few years in fruit production when we compare it with the production of our two sister states. This estimate is based upon the conditions of 1910 rather than upon the present date, and the writer believes that the figures are conservative. The state of Oregon in 1910 had a total acreage of about 106,000 acres, with about 5 per cent in full bearing, and from this acreage 1900 cars were shipped. Washington, with 115,000 acres, and with a percentage in bearing a little larger than Oregon, shipped something over 5000 cars. Idaho, with 60,000 acres, and about 15 per cent in bearing, shipped 2500 cars, at a value of over \$2,000,000.

The acreage planted with new orchards since that time has doubled, and at the present time we have something near 120,000 acres in orchards, and each year a large acreage comes into bearing. It is estimated by one of the largest railroad companies in the state that our output in the next five years will be between 5000 and 7000 cars, or more than double the output of 1910.

### Largest Plantings

The largest plantings in Idaho, this last season were in Twin Falls county, where thousands of acres were placed under cultivation. There was also a very large planting in the northern part of the state, where, in the five northern counties, the state horticultural department inspected over 600,000 trees. Not only in

these counties have heavy plantings been done, but all over the state, and, this last year, several large companies planted many thousands of acres with commercial orchards.

The varieties planted vary somewhat according to location and local conditions, as well as the length of the growing season. The varieties that are most extensively raised at this time, and which are bringing the best prices on the eastern market are the Jonathan, Rome Beauty and Winesap apples, these three being our leaders, although we can, and do, raise many other standard varieties, for, in fact, we can raise any apple produced in the Northwest. The large planting in the state of 1911 is of standard variety.

This extensive planting of 1911 raised the question by some of the large growers in Idaho as to whether the markets can be overcome with so great a planted area. It is a fact that the states west of the Rocky mountains will always be called upon to furnish the markets with the high grade commercial apple.

### Apple Output

According to the statistics of 1910, the output of apples in Idaho, Oregon and Washington amounted to 5,925,000 boxes. This output alone would not supply the cities of New York and Chicago with fruit if it were distributed one box per person per year. And going a little farther into this matter, the output of apples of the United States is less than one half of what it was 17 years ago. According to statistics for the year 1895, 60,540,000 barrels were raised, and for the year 1911, as estimated, only 30,000,000 barrels were produced, while on the other hand our export trade has increased. During the year of 1897 our export was 605,300 barrels, for 1910, and a portion of 1911 it was 1,721,706 barrels, or an increase of 1,000,000 in the past 17 years. Thus while the production has decreased our export trade has greatly increased.

Another great factor in fruit production is that no two districts are alike in all respects. Each district has its marked peculiarities. No variety will grow alike in two districts, and in some instances the dissimilarity is very marked.

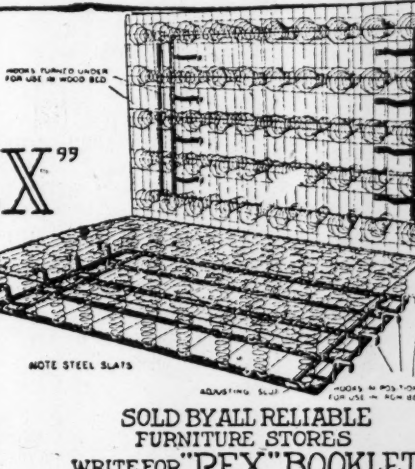
In conclusion, the writer does not believe that there is a state west of the Rocky mountains that has a greater future in horticultural work than has the state of Idaho. We can, and do, produce fruit of size, color and texture that cannot be surpassed in any section. The fruit growers of Idaho today are striving to produce quality rather than quantity, for they know that when we can attain the highest in quality, that the matter of gaining quality is very easy, and it is certain that within a very short period of years Idaho will be classed as one of the best horticultural states of the West, both for quality and quantity in fruit production.

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## SPIRIT OF PROGRESS ANIMATES CINCINNATI

CINCINNATI, O.—“Cincinnati—A City Awakening” must be the title of the present chapter in the long history of the “Queen City of the West.” In the last year a wonderful change has come over the big municipality on the lower Ohio river. Outwardly there is not much new to be seen. It is seed-time.

Cincinnati has always been a hospitable place. Its people have homes and flowers. But the general plaint has been that it was a poor city to do business

in. Certainly few cities have been more enthusiastically criticized by their own dwellers than Cincinnati. Now, the criticism is being forgotten. Citizens are taking an interest in civic affairs which must surprise them when they look backward.

A new Cincinnati is on the threshold. When the seeds of improvement now being planted ripen into completion, the city as well as its spirit will present a different and a much more beautiful aspect to its neighbors.

The newsboy unconsciously feels better on his street corner today, while the mayor, when asked the direction of the city's progress in the past year, unhesitatingly replies, “In the spirit of its people.” What are the causes of the transformation? Some say this same mayor, youthful Henry T. Hunt. Others say the spirit has been growing unawares and the mayor and his administration is simply one of its manifestations. Probably both are right.

## City Government

It is certainly true that of the visible signs of progress a large share bears some relation to the city government. Not all, of course are new or of first importance, but many hold hints in city administration of universal interest. To Cincinnatians the most striking step of the past year or so, however, is the assurance of the passing of the historic canal which of yore marked off part of downtown as “over the Rhine.” A relief of the days before the great railway systems, for years the Miami and Erie canal has been a big angular blot on the city's map. Its murky waters loiter along from the outskirts 6½ miles into the heart of the city. A canal boat today is a curiosity. Protest finally took form a year ago in the Canal Improvement Association, an organization of public spirited citizens.

The association hired a press agent and started out to wake up the rest of the city. When the matter came before the state Legislature public sentiment was set so strongly against the canal that the city experienced little difficulty in securing a 99-year lease on the lands, with a privilege of perpetual renewal. The Canal Improvement Association proposed to make an attractive boulevard out of these miles of stagnant water, and the lease contains the stipulation that the canal must be boulevarded.

## Interurban Facilities

As yet, nothing has been done toward improving the canal bed. The city is waiting for action on the plans of the noted traction expert, Mon J. Arnold of Chicago, who has just completed an investigation of the traction facilities of the city.

Another indication of the new civic spirit is to be found in Mr. Arnold's presence in Cincinnati, for he came here on a subscription of \$5000 raised among a few members of the Cincinnati Business Men's Club. The problem these men wanted solved is one of the hard ones confronting the city. In the midst of a populous farming country and any number of small towns Cincinnati endures poor interurban facilities.

The trouble lies in the terminals, for most of the interurban service ends at the city limits. The canal boulevard apparently offers an ideal solution of the terminal problem. In his recent report Mr. Arnold recommended that the bed of the canal be deepened and widened and four tracks laid ending in a central station downtown. The roof would be used as a boulevard.

The estimated cost of these improvements is \$7,000,000. Adding the construction of tracks to connect the lines with this interurban subway, the cost of the entire scheme is estimated at \$12,000,000. Present facilities are so poor and public demand for improvement so insistent that progress along these lines seems very probable.

## Canal Boulevard

The canal boulevard is a main link in the park system laid out for the city several years ago by George E. Kessler of St. Louis, the city's landscape expert. For a long time Kessler's ambitious plans have seemed only a beautiful dream, but with the beginning of work on the city's first parkway last October prospects of fulfillment have grown brighter.

The parkway will supply the very much needed connection between four of the city's most important suburbs, Norwood, Evanston, Walnut Hills and Avondale. The parkway will extend two and a half miles and be from 100 to 400 feet wide.

While not a part of the proposed park system the hundred or so acres of wooded land in the east end given by L. A. Ault, president of the park commission, will be of the greatest service to the city. The tract has been fittingly named Ault park.

In efficiency and economy Cincinnati has undoubtedly made progress. A bureau

of efficiency has been established whose men are continually investigating the city departments. A recent investigation of the water works, made at a cost of \$1000, resulted in the dropping of \$25,000 from the pay roll and the promise of a 6 per cent reduction in the water rate to consumers on Jan. 1.

The five administrative departments of baths, markets, docks and wharves, comfort stations and fountains and city buildings have been grouped under one head, the department of city buildings, with a marked reduction of expense.

The purchasing department has become a model of its kind. In former years it had been the custom to buy almost from hand to mouth. The growing demand for more businesslike methods expressed itself here in the renting of buildings for general storerooms, the standardization of supplies, and the purchase of a year's stock at a time. Savings in purchasing are estimated as between 10 and 15 per cent by Fred A. Leach of the bureau of municipal research, which has been of great assistance to the city government.

Centralizing of all the city's automobiles and repair shops in a single garage has proved another economy. And to eliminate “joy riding” of employees at the city's expense every automobile has been broadly marked with the name of the city and the department. Further centralization has taken place in the tele-

summer it was converted into a municipal bathhouse.

The city's fight on the “loan sharks” earlier in the year created quite a stir. Hearing that loan officers were victimizing scores of men and women, Mayor Hunt issued a notice asking the victims to tell their story in confidence at the city hall and receive legal assistance from the prosecutor's office. A number of loan officers were found to be doing business without a state license limiting the amount of interest and a policeman was stationed in each office until the license was secured.

Among many similar stories was one told by an old soldier's widow. She had been paying her quarterly pension of \$36 since 1901 to a loan office to recover a debt of \$100 she had incurred between 1901 and 1903. The city recovered \$400 for her. An ordinance providing for a municipal pawnshop has been passed by the city council but no occasion to appropriate the money to run it has been found yet.

Baseball has been introduced into the workhouse, and as in the state penitentiary at Columbus, has been found to have a beneficial effect. The local authorities report that the national game has been an influence for good on the character of the inmates.

## Street Cars

The second traction authority to be brought to the city in the year was Ross W. Harris of Milwaukee, formerly of

## PANORAMA OF AULT PARK, CINCINNATI



Named after its donor, L. A. Ault, president of Cincinnati park commission

phone service. Formerly each department had its own telephone, now the city makes one contract for the lot and maintains its own exchange.

## Pensions

In what might be called the “human side” of its work the city has performed notable service. Pensions for widows have been established on a small scale by the bureau of charities and corrections, supporting at present over 30 widows and 100 children. If it were not for these pensions the mothers would not be working and the children in the refuge home, a municipal institution.

Here, of course, they would be an expense to the city. Dr. Otto P. Geier, head of the bureau, reasons that it is better for the child and the city to give the money to the mother so that she can stay at home and bring up her children in the home influence.

The mayor's free employment bureau secured positions for 1600 persons in its first six months. As the bureau carries no salary, the cost of placing these 1600 persons was only \$20-\$13 for carefare for the needy and \$7 for printing.

The bureau of information and complaints filled another want. In its first six months it attended to 4000 visitors asking questions, 400 telephone calls, 780 letters and 2043 recorded complaints. A change was made in the operation of the municipal lodging house. In the

the Wisconsin state public service commission. Mr. Harris and his experts spent six months in Cincinnati at the expense of the city going over the entire street car situation. At Mr. Harris' recommendation the “nearside” stop was partially adopted and a general rerouting of the car lines is now being considered. Mr. Harris also recommended that 69 new long street cars be put on so that the traffic could be handled properly. The traction company more than agreed to the proposal, ordering 76 at a cost of about \$6000 each.

## Municipal University

The municipal university, the University of Cincinnati, in September saw the opening of the first night university in this country and perhaps in the world. The same standards are required as in the regular college of liberal arts, whose high rank is attested by a chapter of a scholarship fraternity, Phi Beta Kappa.

Outside of the city government Cincinnati is growing rapidly. The merger of the Cincinnati Commercial Association with the Chamber of Commerce making one powerful trade body, the entrance of the Business Men's Club into a home of its own, the erection of the fourth tallest building in the world, the 34 story structure of the Union Central building, are noteworthy externalizations of the spirit of progress which is rapidly animating the entire city of Cincinnati.



Striking view of Eden park, Ohio river, and angle of Kentucky on right

## EGYPTIAN WHEAT GROWN IN VALLEY

PHOENIX, Ariz.—Some 200 acres of Egyptian wheat, or chalu, was raised in the Salt river valley this year. The yield was good, some hundred bushels to the acre, on the farm of George Alkire. He put in 30 acres.

Heretofore it has been difficult to get seed of this variety of maize. There is considerable raised in the northern states. A large acreage will be planted in the Salt river valley next year.

## C. N. R. OFFERS TO SPEND \$10,000,000

VANCOUVER, B. C.—Representatives of the Canadian Northern Railway Company have applied formally to the city for a grant of that part of the bed of False Creek which has not been used as the site of the terminals of the Great Northern Railway here.

Two hundred acres will be reclaimed by the Canadian Northern Railway if given the land, and the railway agrees to spend \$10,000,000 in improvements.

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## ISLE OF SKYE TYPICAL OF SCOTLAND SCENERY

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**G**LASGOW—Those who love to get off the beaten track and desire to see something of the most typical and romantic scenery in Scotland, cannot do better than take a trip to the Isle of Skye. Here they will find themselves in the very heart of the mystic land of the west, with all its indescribable charm; a land of frowning cliffs and jagged peaks, and far-off dim, mysterious islands; a land of gray rock, purple heather and golden seaweed, with everywhere the sea, winding its way through narrow sounds among the myriad islets, now running far inland to break up the coast line with deep and narrow lochs, and then stretching on and away in the dim blue distance to be bounded at last by the long sweeping line of the Outer Hebrides. Even those who make but a short stay in these surroundings can get a glimpse of the fascination they exercise over those who dwell among them, and can understand how hard it is for the native of Skye to leave his beloved though barren island and go to seek his fortune in other lands.

All who wish to visit this fairyland of the west can do so very easily, and without leaving behind any of the comforts of civilization. Starting by the West Highland railway the traveler enters at once on to the beautiful scenery of the shores of Loch Lomond, and continues his way without a change up Glen Falloch, past Crianlarich, along the foot of steep, grassy hills and across narrow gleens to the bridge of Orchy, where groups of deer are often to be seen sitting or quietly browsing among the tracken. And so on, through the moor of Rannoch, with fine views of the lonely peak of Schehallion on the right, and the bold outlines of the hills of Etive and Glen Coe on the left, and on, and on, under the precipitous heights which guard the shores of dark Loch Treig, past the headlong torrent of the River Spean, to Fort William. Here the night may be spent on the shores of Loch Linnhe, under the shadow of Ben Nevis, and the way resumed next morning, through scenery ever increasing in beauty, to Mallaig, the railway terminus.

## Via Oban Route

If, however, the traveler is a lover of the sea, a more interesting route still is by Oban, which is reached by the Caledonian railway from Glasgow or Edinburgh, via Dunblane, Callander and Killin. Starting from Perth he can go by Crieff, past the picturesque village of Comrie with its feathery copse woods and

again and again of identifying these two remarkable islands from various points in the journey and throughout his sojourn in Skye.

Yet another route may be taken involving less of the sea, and that is to go from Oban by the Appin railway to Ballachulish, and thence by steamer up Loch Linnhe to Fort William. This is a charming trip in itself well worth doing.

## Boat Trip

At Mallaig we say good-by to the train, for from this point the journey must be by boat; but the way lies along narrow seas and sounds, between the mainland and the coast of Skye. At Mallaig we catch sight for the first time of the far-famed Cuchullins or Cuillins of Skye, which appear like rows of sharp teeth against the horizon. And now the scenery is at its grandest, nothing but rocks and mountain peaks and glittering sea on either hand; fresh beauties opening up at every turn as the steamer makes its way past Loch Nevis and Loch Hourn, by the peaceful bay of Glen Elg, up Loch Alsh and through the narrows of Kyle Rhea to Kyle of Loch Alsh. Here the railway across Scotland from Dingwall on the east coast comes to an end, and the traveler has the chance to return that way if he is so minded, joining the Highland railway and traveling by Inverness to Perth.

Not long after leaving Kyle Broadford is reached, and if the traveler's intention is to go on to Sligachan and so get into the heart of the interesting country at once, he will have done well to write some time beforehand to the manager of the Sligachan hotel for rooms and a conveyance to meet him at Broadford. There is, however, quite a comfortable little inn here, where the journey can be broken if desired. From Broadford 15 miles of wild hill road lead to Sligachan, but the motors of Skye have solid tires, and the chauffeurs of Skye have cool heads and dauntless hearts, and so the destination is safely reached in comfortable time for dinner.

## Sligachan Inn

Sligachan inn is a neat and modest building, standing at the head of the loch from which it takes its name, with no companions but the desolate Red hills which stand or rather sit beside it, a strange, calm row of silent monsters, each rising smooth and bare to a height of some 2000 feet out of flat moorland of heather and bog. But the gaze of the traveler hardly rests for an instant on

these round Red hills, weird and almost unearthly as they appear, for the moment he comes in sight of the head of the loch he looks straight up to the most striking and distinguished group of all the Black Cuillin range, the lofty peak of Sgurr na Gilleann rising high above his attendant pinacles, the grim Am Vasteir with his tooth and the pointed Sgurr a Vasteir, the whole rising with absolute abruptness, 3000 feet of dark, sheer rock out of the flat green bog, forming a group of such marvelous symmetry and grace that the lover of the mountains is never tired of gazing and the artist finds himself painting it over and over again. Whether seen in the full brilliance of a July sun or partially veiled by the mists which hover so frequently over their summits these mountains never lose their extraordinary interest and charm, nor ever abate one whit of the intense blue black hue which is such a potent factor in the impression they produce.

## Sgurr na Gilleann

To those who venture on a nearer acquaintance, scrambling along their rocky ridges, exploring their deep corries and scaling their dizzy heights, endless are the delights they afford; for Sgurr na Gilleann and his companions form but one end of the mighty rock barrier which extends right across the narrow island, winding in and out, forming a sort of irregular circle of wild ridge and ragged peak, round about the dark waters of Loch Coruisk to the shores of Loch Scavaig and the open sea beyond. For those who prefer to admire from a distance, many a delightful walk and drive remains, for there are tracks across the moor, and paths by the sea-side and roads in several directions, and wherever you go, there are always the mountains looking down upon you and the sea at your feet. The walk to Loch Coruisk, and the walk or drive to Loch Brittle should be undertaken if possible, as the tour of the Cuillin range will then have been made.

## Skye Crofters

In Skye, as in the other western isles, the tillers of the soil are crofters; that is to say, they are part proprietors with the landlords of their small holdings or crofts, which in the neighborhood of Sligachan average about one acre. The crofter pays a small annual rent, and as long as he continues to do this he cannot be turned out. The scanty crops produced are chiefly used as winter fodder for the cattle and sheep, which are the chief wealth of the island, and all have rights of free grazing on the hills and moors. Some of the wildest of the hill country is reserved for deer, but here as elsewhere in Scotland, the flocks roam freely over the grouse moors. The old-fashioned primitive houses or huts of the crofters have now mostly given way to well built, solid stone cottages, but here and there are still to be seen the tiny cabins of rough stones without mortar, their thatched roofs tied down with pieces of rabbit netting, and held in place by heavy stones hung at the end of lengths of wire.

## Weaving and Fishing

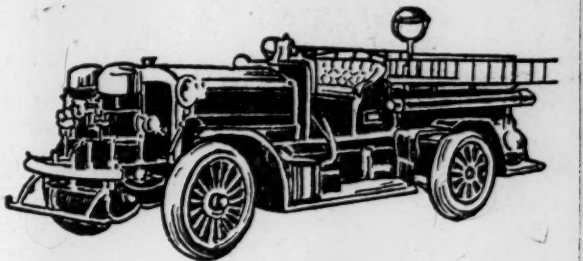
Poor, and almost unfit for human habitation as these dwellings appear, their occupants are often much better off than would be imagined. One old woman who was thought to be so poor that no rent had been demanded from her for 15 years, when the crofters' commission appointed by government to inquire into the state of the country came and investigated her case, was found to be the owner of 60 sheep on the hill. Many of the crofters own one boat or more, and fishing is a profitable occupation for those within reach of a port, especially when the herring and mackerel come round. There are also other means of eeking out a livelihood, such as spinning

wool, and weaving it into tweed on hand looms, after dyeing it with seaweed or plants found on the hillside. So after all the lot of the crofter is often happier than that of the denizen of the big city; the more enterprising may leave home for a time, but when working days are over they generally return to the croft to spend their leisure time in the home of their ancestors.

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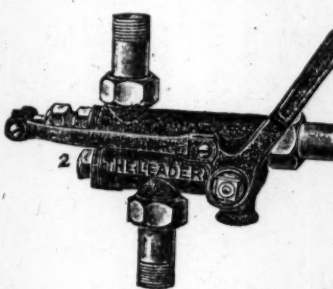
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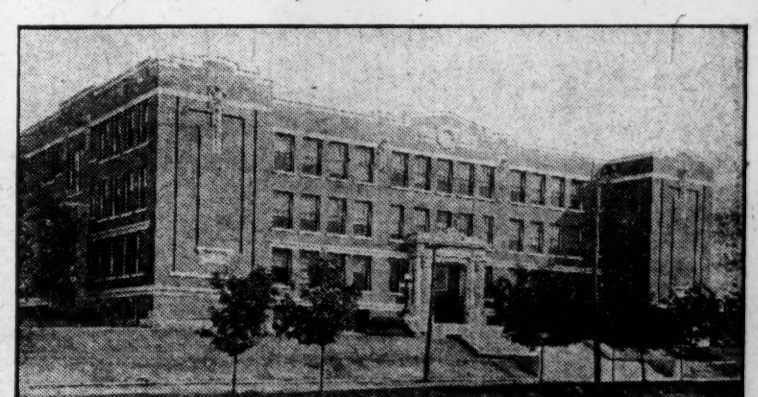
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## SLIGACHAN INN, SGURR-NA-GILLEAN



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A land of gray rock, purple heather and golden seaweed, with every where the sea

rugged heather hills, along the winding stream of the River Earn, by St. Fillans, where rows of brand new villas cannot even succeed in destroying the exquisite beauty of the scene. And so along the shore of Loch Earn, with a fine view of Ben Vorlich's massive summit, to join the Oban line at Balquhitter (pronounced Bawhither). A night spent at Oban, with its charming little land-locked bay, bright with yachts and pleasure boats and sometimes bigger craft, will enable the traveler to start by the 7 o'clock boat (on certain days of the week) for Broadford in Skye. The steamers ply up the sound of Mull, with fine scenery on either hand, and the only bit of open sea to be encountered is when rounding the point of Ardnamurchan, where a little tossing may be experienced. But the traveler has his reward, for it is just here that two of the most interesting of the island rocks first come into view, the jagged outline of the island of Rum, and the massive Sgurr of Eig.

## Island of Rum

In clear weather the island of Rum is a constant delight, adding a touch of mystery and grandeur to the scene whenever it appears, standing afar and alone, clad in the dim, blue haze which makes it appear a veritable island of the blest. No more romantic view of this truly romantic island can be obtained than when it appears, seen from the deck of the steamer, across the low-lying portion of the island of Eig, framed in by its boldly jutting headlands. The sight once seen will not soon be forgotten, and the traveler will have the pleasure

## LIBRARY SHOWS LARGE INCREASE

The Louisville public library during the year ending Aug. 31, 1912, collected nine times the amount of taxes from the city that it collected in the 10 previous years, says the Louisville Herald. According to the annual report just completed, the amount of \$54,519.72 was collected during the last year while only \$6076.08 was collected from Aug. 31, 1902, until the same date in 1911. The working capital during the last year was \$70,858.42. Of this amount, \$69,940.37 was spent for current maintenance and \$306.54 for interest, leaving a balance of \$611.51. Andrew Carnegie last year gave the local library \$15,000, of which amount \$6100 was spent. The balance of \$8900, added to the maintenance fund, makes cash on hand \$9311.51.

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## OHIO MAKES CONSTITUTIONAL AMENDMENTS

All but Eight of Forty-Two Amendments Adopted—Initiative and Referendum Without Bad Features

### JUDICIARY CHANGES

CLEVELAND, O.—By general consent the most conspicuous and most significant event in Ohio's history of 1912 was the adoption of a new state constitution radically different from that which it is to supplant. The present constitution was framed in 1852 and then was regarded as being abreast of the most advanced thought of the times. In the winter of 1873-4 a constitutional convention was held to formulate changes, but its proposals were all rejected at the polls. In recent years, when the state, whose interests had been largely agricultural, began to gain prominence through her coal mines, vast and varied manufactures and extensive commerce, and numerous innovations and departures in conditions and customs that proceeded from this evolution, it was more and more recognized by the alert and thoughtful that there was need of a readjustment of the

fundamental law of the commonwealth to meet the new demands. A campaign of persistent agitation and education was rewarded by legislative action providing for a constitutional convention, which was organized in January, 1912, and for five months deliberated to discharge its important trust.

The convention submitted to the electors 42 amendments and by varied majorities all but eight were adopted at the polls on Sept. 3, but less than half of the total number of voters in the state took part in the election.

The proposals rejected were: Abolishing capital punishment, regulating contempt and injunction proceedings in labor disputes, woman suffrage, omitting the word "white"—qualifying voters, a left over curiosity of ante-bellum times, the use of voting machines, the issue of state bonds for good roads, the eligibility of women to office in state institutions involving the care of women and

enact laws for the welfare of employees. All constitutional bars are removed. Anything can be done in the interest of toilers, even to the establishment of a minimum wage. In this amendment the attempt has not been made to specify what shall be done. It simply sets an open door. The proposition under the caption "Welfare of Employees" was carried by the second largest majority given to any of the amendments, and not a few are of the opinion that thousands may have been influenced in voting by the caption rather than an understanding of the full intent of the measure. It presents a somewhat serious problem.

No. 11 is equally far-reaching. This renders it possible to establish a compulsory system of insurance for employees against disability and fatality from their occupations.

No. 17 abolishes prison contract labor but provides that state institutions may be supplied by prison labor.

### Schools and Banks

No. 27 accords the people of a school district the right to determine the size and organization of their school board.

No. 28 makes the state superintendent of schools a constitutional officer and his office appointive.

A popular demand is met in No. 31 which substitutes for the present board of public works a superintendent to be an appointive officer.

No. 34 applies double liability to bank stockholders and inspection of private banks. This amendment was given the largest majority of any amendment submitted, having about 200,000 votes. Its provisions put state chartered banks on the same footing as national banks. A very important requirement is that no individual, firm or corporation receiving money for deposit may use the word "bank," "banker" or "bankers" or their equivalents in any foreign language unless report is rendered to the state banking department and submission is made to examination by the state.

The innovation will affect two classes of banks. One the private bank, that is real and valid, of which there are hundreds in Ohio. The other is the too often mere make-believe, usually located in the foreign sections of cities, that parade conspicuous signs as bankers and do a thriving business without capital and often to the loss of the foreigner who entrusts his hard earned money to their keeping.

### "Removal of Officials"

No. 14, entitled "Removal of officials," provides that, in addition to the impeachment proceedings of the constitution, laws may be passed establishing other means of removing, for cause and

municipality the right to frame and adopt their preferred form of government. Under the old provision all cities in Ohio, regardless of size, were restricted to the one system. Hereafter there will be self-government and in most instances it will be by a form adapted to the conditions.

### Initiative and Referendum

No. 6 provides for the initiative and referendum, which is loved to be free from the objectionable features attributed to the initiative in some of the newer states.

It provides that any group of citizens desiring a law may frame and print it in full upon petitions. If 3 per cent of the electors of the state, distributed over half the counties of the state, sign the petitions, the proposed law may then be filed with the secretary of state, who must formally present it to the Legislature. If the Legislature passes it exactly as presented, then it is a law, but it will be subject to the referendum like any other legislative enactment.

If the Legislature takes no action, then, by filing a petition of an additional 3 per cent of the electors, the measure can be placed on the ballot at the next regular election, to be voted upon by the people.

If the Legislature amends a proposition and the changes are not acceptable to the people can by filing petitions signed by an additional 3 per cent of the electors require a popular vote upon the measure as originally sought.

Should the Legislature incorporate good and bad features, the measure can be printed upon the supplementary petitions with the bad features omitted and then by popular vote legislative trickery may be defeated.

The referendum makes it possible for the people to render null and void objectionable laws enacted by the Legislature. Ninety days after the adjournment of the state lawmakers are allowed for the filing of petitions demanding a direct vote on any enactment.

If 60,000 voters, distributed over at least half the counties of the state, sign such petitions, then the law objected to is thereby suspended until the people have expressed their will upon it at the polls.

The amendment carries an inhibition upon the use of the initiative and referendum for the passage of laws, for the classification of property, for taxation of the single tax.

All reasonable safeguards are incorporated in the amendment to prevent fraud, needless cost and frequent elections.

### Liquor Traffic

By an unnumbered amendment, provision was made for licensing, controlling and regulating the liquor traffic. In the convention both the liberals and those in favor of prohibition seemed to acquiesce in this measure as affording a fair solution to a perplexing problem.

The departure will not affect territory rendered "dry" by the county option or district option provisions of existing statutes, but it will render it possible for the authorities to eliminate saloons and other objectionable salooning and to reduce the number of public drinking places. The effect will be that over 3000 saloons will go out of business in Ohio.

### SCHOOL FARMING PROFITS PAY FOR VACATION TRIP

Recently the United States commissioner of education, Dr. P. P. Claxton, had occasion to welcome a party of southern boys and girls who were on a sightseeing tour of Washington with money earned in their own farming, says the Washington Herald.

"Real farming did it," said Dr. Claxton in describing the experiment. "The money earned from their individual garden patches in connection with the study of up-to-date farming paid the expenses of those 22 Virginia school children. The children came from the second congressional district agricultural school at Driver, near Norfolk. The party was in charge of J. B. L. de Jarnette, principal of the school, and he was a busy man indeed during the three days spent in seeing the sights of the nation's capital. "Tomatoes and other produce paid the full cost of the trip, which was just \$13.78 for each pupil, by the way. This amount was only a comparatively small part of their total earnings for the year. The children come from one of the best gardening regions in the South, and their school has a unique place in that particular community. The school has an instructor in agriculture, who teaches three days a week and spends the other three days in farm demonstration work, applying on the actual farms of the district the theory he imparts in school."

Further inquiry showed that this is not the first time the children have learned that intelligent farming brings in a cash return. Each student makes regularly a profit of from \$25 to \$100 on the individual garden patch he cultivates. In addition, the children help in working a school farm, which after paying all expenses, including the wages of a man who serves both as a farm hand and school janitor, shows a profit of about \$200. Mr. de Jarnette is confident that with a 75-acre farm, which he hopes to have soon, his boys will be able to earn their own living entirely while attending school.



HON. HERBERT S. BIGELOW  
President of Ohio constitutional convention and influential in helping shape its recommendations

children and the regulation of outdoor advertising. The defeat of some of these propositions caused much surprise and its inexplicable in view of the present day trend of popular thought.

### The Judiciary

Eight of the amendments which found favor pertain to the judiciary.

No. 1 authorizes a verdict in civil cases by a three-fourths vote of the jury.

No. 3 renders it less easy for a defendant to defeat justice by refusing to testify.

No. 4 removes claims against the state to a court from the Legislature where they now pend.

No. 5 forbids the Legislature to fix a value for a human life or to limit the damages to be recovered in the case of fatalities due to the wrongful act of another.

No. 15 authorizes laws designed to eliminate alleged experts who are ready to testify for the side that pays them.

No. 20 makes it possible for each county to have a common pleas judge and provides for smaller counties to group in one the common pleas and probate courts.

No. 21 abolishes justices of the peace in cities where there are municipal courts.

No. 19 provides for the reorganization of the judiciary. It creates a chief justice to preside over the six judges of the supreme court. It supplants the present circuit courts with courts of appeal. It specifies that for all ordinary cases there shall be but one trial in the common pleas court and one review in the court of appeals. Only certain classes of cases can be carried to the supreme court. Constitutional questions may be appealed to the highest tribunal, but it takes six of the seven judges to declare a law unconstitutional.

What are known as labor amendments and which were advocated as tending to the conservation of humanity are four in number.

No. 10 authorizes the Legislature to



HON. E. L. LAMPSON  
One of the most efficient members of the Ohio constitutional convention

upon investigation, judges or other public servants. In effect this amendment authorizes the recall, but it is left to the people of the state to decide whether the measure shall be formulated in law.

No. 26 makes the direct primary mandatory for the nomination of all elective officers, except those of townships or of municipalities under 2000 population. It also provides for the direct election of all delegates to national political conventions and requires that each candidate shall have printed upon the ballot, and below his name, his first and second choice for president.

No. 32 is a taxation amendment. This provoked much discussion in the convention and called forth all manner of theories about taxation. The measure adheres to the uniform rule whereby all property, regardless of its nature, must be assessed at its true value in money and taxed at the same rate. State and municipal bonds are no longer exempt from taxation.

No. 40 gives to the people of any mu-

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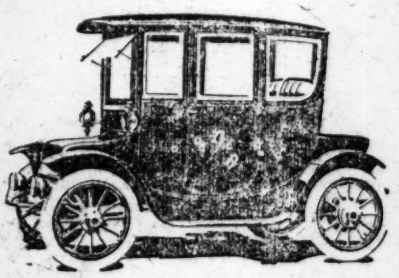
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## SIBERIA IS MODERN IN EVERY WAY

(Special to the Monitor)

MOSCOW, Russia—The truth about Siberia and all that word has come to mean is not a story easily discovered or easily told. For generations the world has taken one view, it has clung tenaciously to one fixed idea, it has had one traditional picture, any deviation from which it has frankly resented or simply dismissed as untrue. To the average man in the street Siberia is almost irrevocably "fixed and settled" as a land of more or less eternal snow, a land of frozen wastes, frozen rivers, of bleak forbidding uplands, and great treeless valleys of unspeakable loneliness. In all these great wastes to the average eye there is nothing to be seen of life, save every now and again a long file of chained convicts slowly and painfully, verily after verily, traversing the vast continent on their three years' march to that great inferno of the far east, the convict island of Sakhalin.

For years this view remained unchanged. Writers who knew little or nothing about the country knew at any rate this, that there was always a public ready to listen to some variant on the traditional Siberian stories. The dramatist knew it, the journalist knew it, every one who had the knack of telling a tale knew it, and so it has come about that a very considerable bibliography has accumulated concerning a land and a circumstance which never had any existence save in the imagination of the writers. In an age which to an increasing extent values truth for its own sake this state of things was bound to come to an end sooner or later, and some years ago books began to be written by more serious travelers and faithful recorders of things as they see them, and slowly but surely the great Siberian fiction began to be dissipated. Old conceptions were steadily shattered and little by little an entirely new country was brought to light. The work of these journalists and of others who have written along the same lines has the obvious defect of its virtues. It is a curious trait in human nature which allows one defect or one virtue, for the moment at any rate, to loom so large in the perspective as to entirely blot out many other virtues or many other defects. The historians of "Siberia as it is" went to that country full of the traditional picture, and all their books bear such strong evidence that their contribution at finding that it had no real existence was so great that they have without a single exception gone to the other extreme and to them the wilderness in all directions blossoms like a rose.

## Grain and Minerals

In regard to the country and its climate, its undoubted future as one of the granaries of the world, as well as one of its greatest mineral producing territories, they are unquestionably right, the almost feverish desire of Russia to colonize Siberia is sufficient evidence of this fact, but when it comes to a question of Russian methods, Russian prisons and the Russian penal system generally, one invariably finds, what one hardly expected to find, what all these writers have failed to see, that perfect cleanliness is not incompatible with the most inhuman cruelty, and that it is not inconceivable that the most utter barbarity may exist side by side with electric tramcars, and streets paved with wood, and theaters and music-halls and all the outward and visible paraphernalia which is supposed to be the sign manual of civilization. It is, however, the scope of the present article to tell of the country itself, as distinct from the prison and exile system, which is more especially what the name Siberia stands for in the mind of the world.

## Trans-Siberian Line

In this connection, as has been stated, the accounts of the modern explorer verified as they almost invariably are with the most excellent photographs, may be accepted with assurance, and the work of Foster Fraser, for instance, bears at all points the hall mark of faithful record. Travelers all over the world will recognize that start from Moscow, the bustle, the roar, the clamor, the clanging of many bells, the strange cosmopolitan crowd, half east and half west, the dull sleepy moudjik emigrating to the "mysterious" ill-omened Siberia, the crowds of Russian officers, the husky shouts of farewell, the hundreds and hundreds who are not traveling and who have no friends who were traveling, but have come down to see the train start for far off Siberia. Your Russian is very proud of his trans-Siberian line, the narrow thread of steel which verily after verily, without a single break traverses a quarter of the globe from Moscow to Vladivostok, and in Moscow where the start is made it is a sight of great attraction to the inhabitants to see the trains bearing emigrants from all over Russia start out on their long journey east.

## Russian Climate

Russia, as has already been said, invariably calls to mind sledges and wolves, yet whilst in winter there is snow enough and plenty of all the other attractions, yet in the summer it is hot and parched and the great treeless plains of eastern Russia, with their narrow ribbon roads stretching out in all directions to meet the sky, are as much reminiscent to the traveler of heat as of cold. It is, indeed, but a drear outlook which meets the eye of the railway passenger as he looks out from the slow-moving train—a great

plain to the sky line, with here and there a cloud of dust rising and drifting in the wake of the curious native carts and here and there a tiny village with a large church painted white and inevitably every mile of the way the signalman's rude hut and the man working in the field, the wife waving the green or red flag and the children—there are always children standing round the door. The Russian empire, however, is vast and Russia-in-Asia comprises more than half that continent and stretches from the frozen waters of the Arctic circle to the fortieth degree of latitude, or further south than the Golden Horn. Within these great limits the character of the country and the climate varies much and whilst in all parts of it the winters are severe, yet in many parts of southern Siberia the summers are hot and linger on well into the autumn.

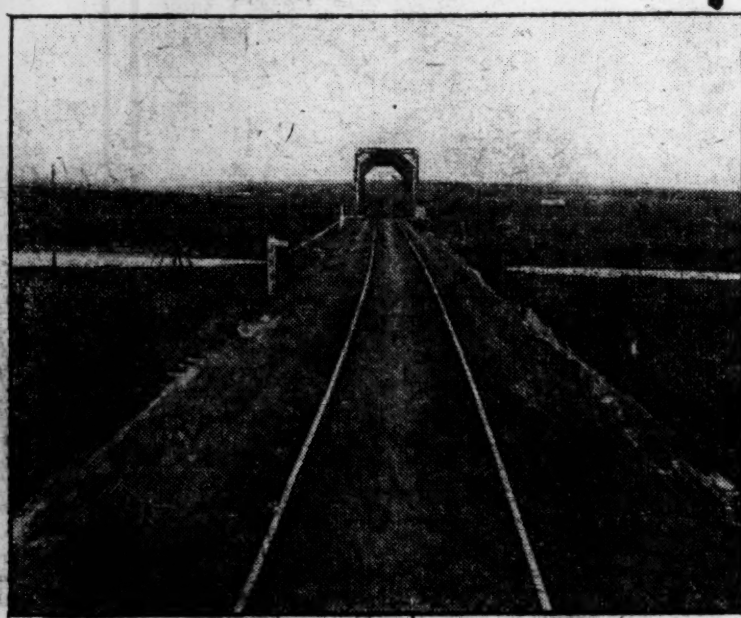
## The Mighty Volga

The mighty Volga is crossed at Samara, and from the height of the immense iron bridge which Russia has thrown across her greatest river the traveler looks down on the strange shipping in the waters beneath. In this, the most notable feature are the rafts which

stops at the station there is a general rush to the "samovar" with tin kettles and teapots, for the Russian always carries both about with him when he is traveling. Then there is the covered stall from which may be purchased all manner of food, bread, meat, butter, fruit, cooked fowls, meat dumplings and so on. The station buildings are always painted yellow, there is always a water tower, there is always a man with a red and green flag, and this is always the same from Moscow to Vladivostok.

## Typical Siberian Town

The first city of any size which is reached after crossing the frontier is Omsk, and here the traveler gets his first view of a typical Siberian town and the first great shock to his preconceived ideas in regard to it. There is nothing strange about Omsk and there is much that is familiar even to the most circumscribed traveler. Thirty years ago it was little more than a steppe village, broad, uneven streets and rows of one-story houses hastily thrown together. There is much of this still left, but with that strange incongruity which is seen everywhere throughout Siberia side by side with the hovel there stands com-



(Reproduced by permission)  
Stretch of trans-Siberian railway—The Siberian express carries everything needed on most luxurious scale

float down on the sluggish stream all the way from Nijori Novgorod, "the city of the great Fair," to the Caspian sea, and one gets that idea of immensity so insistent in Russia-in-Europe, when one realizes that it will be months before they reach their journey's end. From this point onwards until the traveler comes in amongst the foothills of the Ural mountains the view from the carriage window is much as has been described, it has little to commend it save that same impression already alluded to which by day and by night it conveys of immensity. Once, however, in the neighborhood of this historic range of mountains over which for centuries the hordes from central Asia would periodically sweep down on more generous and more civilized Europe, carrying all before them and then riding back again "with a laugh and a shake of their long swords when they had gotten their fill," the country changes, it becomes a scene of rolling meadows, forest and woodland, tumbling streams and pretty unexpected glimpses, reminding one of nothing so much as "a stretch of English scenery on a large scale."

## Over the Frontier

The train climbs slowly, winding in and out amongst the hills, and then on a sudden commences to run down on the other side and Siberia lies before us. Once Chelyabinsk, a large, straggling settlement just over the frontier, is passed, there commences that strange country to which there is nothing exactly alike in all the world, the first great zone of Siberia, the vast plain, the two thousand miles of land so flat that there is not a rise in the whole distance that would serve as a teeing ground at golf. Nothing to the horizon but grass from May to October. Yet it is a wonderful country, the soil is rich and dark and it lies there as it has lain since the beginning of things, waiting for man with his plow and seed to transform it into the greatest corn-growing land in the world. From time immemorial it has been traversed by great herds of cattle, and today they and the Siberian herdsmen are the only sign of life in this treeless immensity. And so the train runs on steadily pulling in mile after mile on the long journey to Vladivostok. The great Siberian express which carries everything it needs and on the most luxurious possible scale, stops seldom and only at the principal towns en route, but to see the real Siberia apart from the towns, some part of the journey should be made on the slower trains which invariably stop everywhere.

Everywhere in Siberia is exactly the same as everywhere else, at least to the foreigner, a fact noticeable in most countries indeed, which are visited for the first time, but in Siberia it is perhaps more noticeable than anywhere else. The description of one wayside station and one village will suffice for all. At every station there is the same great cauldron of boiling water for the convenience of passengers desirous of making tea, and as every one everywhere is apparently always so desirous the moment the train

plete or in the course of erection some beautiful buildings, which reminds one of Whitehall or the Place de l'Opera. It used to be the halting place for the convict bands on their march to Sakhalin, but no convicts have marched through Omsk now for 15 years, the journey today being made by sea. Everything is very western and very civilized. The waiters at the hotels are garbed in the same conventional style as at the Ritz or the Carlton, there are theaters and music halls, public gardens and public fets, fireworks displays and bands, and everybody dresses much the same as they do in Europe, that is, in summer. In winter furs are the rule and wheels are taken off all vehicles and replaced by runners, but the climate is like that of western Canada and if one visits Siberia in the summer the true Siberian will say to you, "Yes, it is well now, but in winter it is better, you must come in the winter."

Between Omsk and the next city of any importance, Tomsk, 600 versts due east, the country is much the same, as is the city at which the traveler arrives to the one which he has left behind him, the same half finished aspect everywhere, the same evidence of rapid growth, the same vigorous catering for amusement, only Tomsk is more rollicking, more careless and more prodigal of its easily begotten wealth. Situated in the midst of gold fields its population is composed for the most part of ex-convicts, and the children and grandchildren of convicts, and whilst it has a solid element of real culture (indeed it is the educational center of Siberia and supports a university of considerable repute) yet life for the most part in Tomsk is somewhat wild, and not a little irresponsible.

## Siberian City Life

To see Siberian city life, however, in its most truly Siberian expression the traveler must hurry to Irkutsk, "the Paris of Siberia." Here the last traditional notions of Siberia are finally dissipated. It is not the least like Paris, as one would expect from its being so called, but it is like a "bustling western American city," lofty buildings, broad streets, innocent of all attempt at pavement, straight and long with the side streets all at right angles, busy, well-dressed and overdone crowds; here a resplendent opera house which cost \$23,000, there a museum, a school of art, schools, gymnasium, philanthropic establishments almost without end, your Siberian who has made money almost invariably sooner or later endows something at Irkutsk. The city was once the center of the tea trade with China, and in the old days the straggling caravans bearing Chinese tea would halt here after their long journey across the bleak desert of Gobi.

The trade has now fallen on evil days. The advent of the railways and quicker transport by water has reduced it to a ghost of its former self, yet it is still considerable, and there are many Russians who will not drink tea that has not "crossed the desert." Irkutsk

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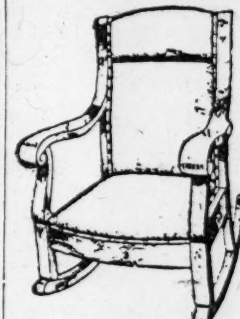
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## MINNESOTA NORMAL SCHOOLS INTRODUCE AGRICULTURE STUDY

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### TEACHER A FACTOR

By C. G. SCHULZ  
Superintendent of public instruction,  
Minnesota

**S**T. PAUL, Minn.—Minnesota has always been progressive with regard to changes in its public schools. It was one of the first, if not the first state to establish a system of high schools under state supervision, and provide for them financial support. To this was later added the state aid and supervision of elementary schools of four or more departments. Fifteen years ago a system of aid to encourage a better condition in rural schools was instituted. Under this general system of state supervision and financial aid 212 state high schools have been established, and an almost equal number of state elementary schools. More than 3000 rural schools annually receive aid. The state paid out last school year \$1,000,000 from the state treasury, in furtherance of the work of high, elementary and rural schools.

Minnesota is the first state to at-

tempt the consolidation of rural schools by means of state supervision and financial aid. Fifty-five consolidated schools have been formed within the past year. A consolidated school receives aid annually of \$750, \$1000 or \$1500, and aid of \$1500 for new building and equipment.

The most marked indication of progress educationally in Minnesota is the linking of industrial training with the academic courses of study in the public schools. Agricultural training is now a part of the course of study in one half of the high schools, in twenty-five elementary schools and is gradually being introduced into the rural schools. The act which provides for consolidated schools requires that training in agriculture shall be a distinct part of the school work.

The fundamental problem in attempting to teach agriculture is the training of teachers who have a broad and practical knowledge of technical agriculture, and who have the knowledge, as well as



C. G. SCHULZ  
Superintendent of public instruction,  
Minnesota

genius, to properly impart information relating to farm and rural life, so that the work of the school connects itself with the home and with farming as a pursuit.

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## HOME PRODUCTS EXPOSITION SUCCESS IN MINNEAPOLIS

**MINNEAPOLIS, Minn.**—Minneapolis has been converted into a school-room with all its citizens as pupils, with the city as its subject, and with the Minneapolis Civic & Commerce Association as tutor. The association is the ten months' old organization to which has been entrusted the development of all the principal civic betterment movements, and it has just completed the first lesson in its "Know Your City" course of study with a home products exposition under the title of "Made in Minneapolis."

During the exposition which was held for one week, the display windows of the stores in the central downtown shopping district were employed to visualize for the residents of Minneapolis the volume and variety of the products wrought in its manufacturing plants. The week witnessed the display of 360 separate exhibits in the various store windows, with 26 additional exhibits of heavier products

arranged along the east curb of Nicollet avenue, the chief retail street, in what was named "Machinery row."

It was found that people generally had believed Minneapolis to be a producer of flour and lumber and little else. The exposition proved instructive in its presentation of products which answered almost every requirement under the heading of necessities as well as supplying a large percentage of so-called luxuries which are in great demand.

Supplementary and preparatory to the show window exposition, the association arranged that the public school geography classes dispense with that study for two weeks and devote their lesson periods to serious study of the industries of Minneapolis. A brief history of manufacturing in Minneapolis was provided as a basis for the study.

**FIRE-KILLED TIMBER USEFUL**  
The great forest fires which unfortunately occur almost every autumn leave vast quantities of "fire killed timber." This is now being used extensively for many purposes, being preferred in some cases to green timber. Fruit growers, for instance, are said to prefer it for packing boxes because it is almost odorless and does not impart an unnatural flavor to the fruit. Telephone poles and railway ties are also made to advantage from fire killed timber.

## MARYLAND BUILDS GOOD ROADS

(Cont. from P. 5, Sec. 3)

appropriating from the state treasury to the geological survey \$90,000 toward the improvement of the Baltimore-Washington road, thus securing recognition to the fact that there are main thoroughfares of sufficient importance to the state as a whole, and requiring improvement of such a character as to be beyond the proper expectations to be had of the counties through which they pass, and for which it remains to the state itself to improve properly.

In its report for the years 1906 and 1907 the state geological and economic survey commission presented the following recommendations:

The commission feels, in view of the widely awakened interest in road matters and the present discussion of proposed legislation for the early improvement of the roads of the state, that it should report the conclusions it had reached as a result of its experience to date in state road construction. These are as follows:

First—That the early improvement, according to modern methods, of an efficient system of main roads and feeders covering the whole state is desirable from every standpoint.

Second—That it is not only proper, but good business judgment on the part of the state to provide that the main roads of this system should be improved and maintained by the state commission at the expense of the state.

Third—That the improvement of the remainder of the system should be at the joint expense of the state and the counties.

Fourth—That the minor roads should be built and maintained by the counties and localities themselves.

Fifth—That present conditions have

an act by the Legislature of 1908 creating a state road commission (on which were by the act two members of the geological survey), providing for a state bond issue of \$5,000,000 and the selection by this commission of a system of main roads "in and throughout all the counties of the state" and connecting the county seats with Baltimore city.

The writer was made chief engineer to this commission also and the utmost cooperation between the survey and the commission in their work was secured. This Legislature also increased the number of county road engineers and made further appropriations for the Baltimore-Washington road. The road work through the state was again pushed forward through the acceleration given it by the entrance of the state itself into the matter on a large scale.

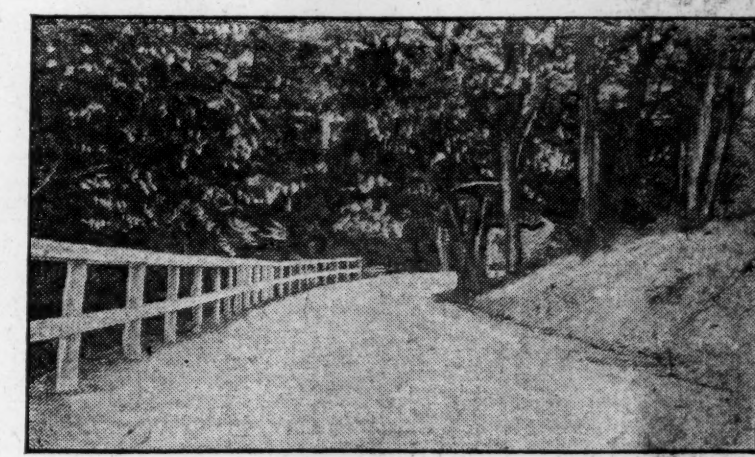
The counties perhaps, feeling the relief from the heaviest of their road burdens, could thus give more attention and money to the state aided roads or to their own local work. The state and the state-aided roads furnished examples for the counties to pattern after.

The Legislature of 1910 made further appropriations, some for specific purposes, such as inter-county bridges and the Baltimore-Annapolis road and further increased the bond issues for state roads and the number of county engineers.

### Good Results

The results on the roads of the state are already appreciable to their visitors. Now complaints are heard concerning "gaps," not concerning whole routes. Property development has rapidly followed the improvements of the roads and the value of farms along them has doubled and even trebled.

The ordinary county work has much improved in character and efficiency.



View on a state aid road from Mt. Savage to Frostburg in Allegany county, Md.

shown the importance of many of the turnpikes as sections of the general system. While, undoubtedly the operation of these highways has contributed in the past to the development of the state, conditions are rapidly approaching the point where their further existence as toll roads is entirely undesirable. Any legislation looking to the abolishment of the turnpikes as toll roads should recognize the private rights and property values in the turnpikes themselves, and in all cases of assumption by the state or counties of the turnpikes, fair compensation should be made to private interests for the property taken from them.

Sixth—That any legislation providing for the taking by the state of the turnpikes should allow great discretion to the state commission to prevent the acquisition of unnecessary property or turnpikes unsuited to the development of a system of market roads. Such legislation should be broad enough to allow the commission to acquire for the state for improvement and maintenance, either turnpikes or main roads, as the case might require.

### State Roads Commission

Gov. A. L. Crothers seized the opportunity and made the road work a feature of his administration from 1908 to 1911 inclusive. He secured the passage of

Better methods of maintenance, more economical methods in the expenditure of the annual revenues for construction have resulted in rendering available from such revenues money for investment under the state-aid law.

The comparisons to be drawn between the completed pieces of state or state-aid road have spurred the localities to rival them with their own work. So the ends above referred to seem to be in sight.

The state roads commission has selected a state system of nearly 1300 miles of main road to be improved by the state out of the 16,000 miles of public road estimated to exist in the state. At present nearly 300 of these have been completed, with probably 200 more miles now under construction. The Baltimore-Washington road is nearly finished, as is also the Baltimore-Annapolis road.

Nearly 200 miles of state aid road have been completed and probably 50 more are now under construction. The state aid appropriation from the state treasury has been increased (by act of 1912) 50 per cent (to \$300,000 annually) and a great increase in the results may be looked for.

In short, Maryland will soon be in the front rank of good roads states if she is not already recognized as being there. Gov. P. L. Goldsborough seems fully as much interested in road improvement as his predecessors.

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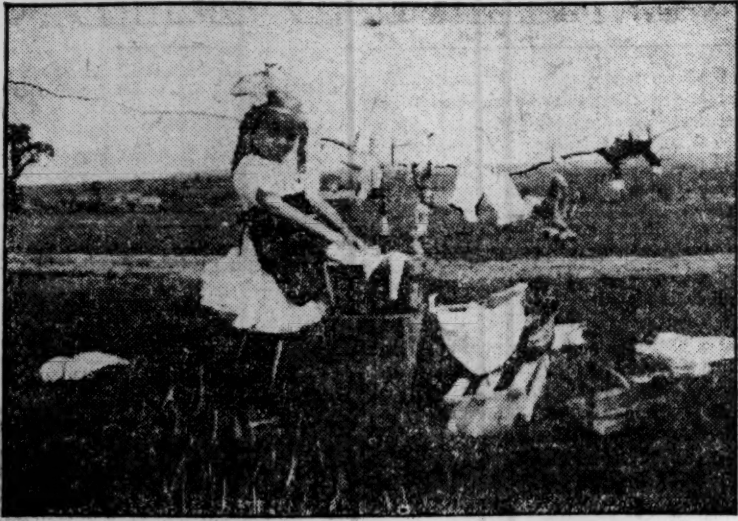
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## WASHDAY FOR GRANDMA AND ME



Working away, with one curl astray, this maiden petite is making things neat

THE picture of this little curly-haired five-year-old was taken while she was spending the summer at her grandpa's farm in Maine. She is a very active little miss and so, of course, when grandma washed she had to wash too and she did it in good shape, as you will see from

this picture. The line is well-filled with clothes hung up to dry, while other garments are spread on the grass. The little washerwoman is in rather gay attire, with her white dress and her prominent bow, but her arms are bare to the elbows and she has on an apron, so that she is, after all, fitted for her work.

## LOGIC IN GRAMMAR

In reply to the query, "Is the use of 'were' correct in the following sentence: 'My aunt would join me in kind regards if she knew I were writing?'" the Literary Digest says:

We do not think that "were" is correct. "Knew" is in the subjunctive mood here (although there is no inflection to show the fact) because it stands in a clause which states an unreal condition; she does not know. But in the clause "(that) I am [or was] writing" there is no logical or grammatical ground for the use of the subjunctive form. The question as to whether you should say am or was is an open one. Logic calls for am, the grammatical rule of "sequence of tenses" specifies was. You may use either am or was without sin.

## RHYMED RIDDLE

Two brothers are we, with five children apiece,  
A number which rarely is known to increase;  
We are large, hard, and black—we are soft, white and small,  
But without us mankind could do nothing at all.  
Yet though we go forth, you will find us at home;  
If you can't find us out, why, to cut short our story,  
When you sit down to dinner you have us before you.  
[Our hands.]

## GAS DESCRIBED

Two little boys witnessed a balloon ascension for the first time, recently. "Oh, look there!" exclaimed the youngest. "What is that?" "It's a blon!" replied the elder. "What makes it go up so fast?" "Gas," "What is gas?" "Why, gas is—is—is melted wind!"—Universalist Leader.

## BIRDS OF THE FARNE ISLANDS



(Reproduced by permission of J. S. Jackson, North Sunderland, Eng.)

Eider duck and nest on one of Farne islands, protected by a band of bird watchers

THE Farne islands lie out from the coast of Northumberland about midway between Seahouses and Bamburgh and are plainly seen from both hamlets, writes a London contributor to the Monitor. They are formed by an outcropping of the Great Whin Sill, which crosses the county and runs out to sea. They do not lie strung along the coast as so many islands do, but stretch straight out from it, like giant stepping stones leading far into the sea. There are 15 islands visible at high tide and about 28 at low tide, many of them little more than reefs, and none is raised more than 80 feet above the highest tide. The nearest island, three miles from the coast, is called the Inner island and comprises 16 acres of mostly barren rock.

Here St. Cuthbert once lived, and now an old chapel marks the spot occupied formerly by his cell and hermitage. Three lighthouses, two on Inner island and one on Longstone, warn sailors to keep away from these dangerous shores, with their hidden reefs and terrible currents. The islands are famous for the immense number of sea fowl of various kinds which here make their home unmolested. On one of the central islands a band of bird watchers is maintained by the Northumberland Wild Bird Protection Society to safeguard the bird inhabitants, and so gulls, puffin, grebe, cormorants, gillmots, kittiwakes, terns and even the rare eider duck make their nests and rear their young in perfect safety.

## MOVING HOUSE

There's a queer little house  
That stands in the sun;  
When the good mother calls  
The children all run;  
While under her roof  
It is cozy and warm  
Tho' the cold wind may whistle  
And bluster and storm.

In the day time this queer  
Little house moves away,  
And the children run after  
So happy and gay.  
But it comes back at night  
And the children are fed  
And tucked up to sleep  
In their warm, cozy bed.

This queer little house  
Has no widows nor doors;  
The roof has no chimneys,  
The rooms have no floors;  
No fireplaces, chimneys,  
No stoves can you see,  
Yet the children are cozy  
And warm as can be.

The story of this  
Little house is quite true.  
I have seen it myself,  
And I'm sure you have, too;  
You can see it today  
If you'll watch the old hen  
While her downy wings cover  
Her chickens again.

—Selected

## SAILS ON CARS

In Chile there are several remarkable short railways which utilize the trade winds as motive power, the cars being equipped with sails. Impressed with the fact that a stiff breeze could be depended on for several hours every morning and evening, an engineer built several cars, providing each of them with a square sail. The idea proved so practical that it was put to use at once, its cheapness and utility making a strong appeal, says the Minneapolis Journal. The speed attained is said to be as high as 35 miles an hour. This may be checked to any extent desired by a manipulation of brakes. The trains are even able to make a regularly scheduled time, as the trade winds blow with clock-like reliability.

## CANDY BELLS

This pretty candy is made wholly of fondant, molded to simulate Christmas bells. Bits of green or holly about the edge of the silver dish add a bit of contrasting coloring. Nut-meats may be worked into the fondant if the nut candy is preferred to a plain cream. They should not appear on the outside, however. The fondant may be flavored or colored, or both, to suit the taste and the table decorations.—Candy Bells.

## MADE IN EGYPT

Colored glass came from Egypt. The Egyptians carried the art to great perfection apparently before history begins to tell of it.—New York Press.

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In addition to this great big doll, you have a present that we want to send you free. We have a lot of beautiful rings, some are signets and some are rings set with imitation diamonds, rubies, etc., and we are going to give one to you. Send us 25 cents for the big doll, and enclose a strip of your size of your finger and we will send you the doll and pick out one of the prettiest rings we can find and send them both to you, postage prepaid, the same day that we get your order. The price of the doll is 25c and the ring is 10c. Write to: G. H. RANLOW CO., Dept. O, Portland, Me.

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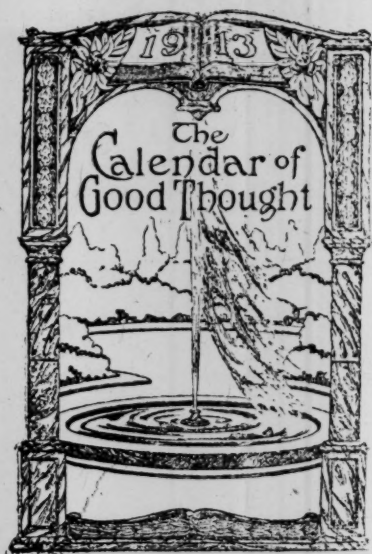
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## MISSISSIPPI MATURING PLANS FOR EXTENSIVE RAILROAD BUILDING

### Railroads Seek Territorial Advantages for Development of Gulf Harbors Into Commercial Ports

#### ACTIVE COMPETITION

JACKSON, Miss.—Shortly after the ratification of the Panama canal treaty, President Stuyvesant Fish, head of the Illinois Central Railroad Company at that time, in an interview in Memphis, answering a question as to what plans his company had in contemplation for future development, said: "When the Panama canal is opened for traffic the Illinois Central will be compelled to have four tracks in operation from Chicago to the gulf."

#### Railroad Plans

Whether these statements of President Fish were regarded as a declaration of war, or whether the heads of rival railroad systems were equally as sagacious and as wide awake to the possibilities of the situation, certain it is that they were soon after followed by a series of railroad maneuvers for control of gulf-coast terminals and gulf-coast connections in which Mississippi has figured conspicuously as a strategic center.

What the ultimate outcome of this will be is still for the future to decide, but it has already resulted in maturing plans for extensive railroad development in the state which, with the opening of the great isthmian waterway, give promise of a future of commercial prosperity, the extent of which Mississippians have not themselves begun to realize.

At the time Mr. Fish spoke the Illinois Central was pushing the work of double-tracking its main line from Chicago to New Orleans, and with the Mississippi valley line, owned by it, operating three tracks from Memphis to New Orleans. By the last official report, made at the close of 1911, the company owned a total of 1807 miles of railroad in the state of Mississippi and has just completed a survey for an eastern extension covering 250 miles in the state, reaching out for a direct connection with the iron and coal fields at Birmingham.

The prospect of such an important competitor in the western grain trade as that pictured by Mr. Fish aroused the Harriman interests and precipitated the memorable and historical struggle between Fish and Harriman for the control of the Illinois Central, in which Mr. Fish was finally defeated and deposed and the independence of that great system was virtually destroyed by making it subsidiary to the Harriman syndicate of trans-continental lines, which is apparently now developing it into a link and a feeder in a vast cross-continent system.

#### Mississippi as Gateway

But while this great coup has reduced the importance and the prestige of the Illinois Central as an independent factor in the fight in Mississippi, it has not affected its rivalry for, and its determination of maintaining, the position of the dominant railroad power in this territory. The Illinois Central interests in Mississippi must be consulted or reckoned with by every other line seeking improvement or extension, and its supremacy in the state is now being seriously threatened for the first time.

The geographical importance of Mississippi as a gateway of canal traffic and the strategic advantages of its gulf-coast harbors began to gain the interest and excite the cupid of the railroad world immediately after the Panama canal project ceased to be a diplomatic plying and became a question of engineering skill and labor.

A leading St. Louis newspaper in an extensive article featuring the situation, emphasized the fact that a bee line drawn from St. Louis to the eastern entrance of the canal, passed directly through the harbor of Pascagoula, Miss., in the southeastern corner of the state. The Frisco system, then eagerly seeking tide water terminals, made an official investigation of the harbor at Pascagoula, and is said to have acquired extensive interests there for future development.

Certain it is that the Frisco immediately abandoned a tentative effort to break through the territory of the Illinois Central in the west side of Mississippi, and began negotiations for control of the New Orleans, Mobile & Chicago railroad, a line which had just been completed from Mobile through Mississippi to Middleton, Tenn., on the Southern railway, traversing almost the entire length of the state on the east.

#### Traffic Agreement

Unable to acquire the control of this line outright the Frisco took over a large part of its stock and has completed a traffic agreement by which it runs trains now over the New Orleans, Mobile & Chicago via the New Orleans & Northeastern into the city of New Orleans. At the same time the Frisco

acquired an interest in the Pascagoula-Northern, a short line from the harbor at Pascagoula, connecting with the New Orleans, Mobile & Chicago at Lucedale in George county, Mississippi, thus completing a north and south line through east Mississippi, terminating at the port of Pascagoula.

In this connection it is interesting to note that expert engineers have examined and reported the Pascagoula harbor as being capable of developing into a permanent harbor, sufficient in dimensions to accommodate the fleets of the "entire world riding at anchor at one time." The main feature in this scheme of projected development is the construction of a pier from the coast out to the head of Horn island in the Mississippi sound.

In June, 1905, the New Orleans Great Northern Railroad Company was incorporated in Mississippi by the "Goodyear Syndicate" of lumber manufacturing interests, and immediately began the construction of a north and south line from New Orleans to Memphis, Tenn., paralleling the Illinois Central throughout the entire distance. This road was pushed rapidly from Jackson to Slidell, La., where it connects with the New Orleans Northwestern for New Orleans, but owing to financial complications and the passing away of Mr. F. H. Goodyear, its president, the extension to Memphis was abandoned for the time.

#### Extensions Planned

Early in the current year, however, the company began planning for large extensions. One of these is a branch now under construction making toward Pascagoula. A survey has also been completed from Jackson to Memphis, covering three tentative routes, and a contract was awarded and work begun in September this year on a loop carrying the main line around and through the city of Jackson from the south to the north, and its officials are perfecting financial arrangements to push the northward end on to Memphis. This road, it is currently stated, will meet and joint at Memphis with the C. B. & Q. or Burlington system which has been negotiating for extension to that city.

Another movement known to be under consideration by the Great Northern is a projected line from Jackson, north-easterly to Birmingham, Ala., and this project has aroused the Illinois Central to activity in that territory.

The Central has for years contemplated building to Birmingham over this identical route, and has up to the present time successfully fought off probable encroachments on that territory. It is the most inviting field now open in Mississippi for a new line, running up the valley of Pearl river through a magnificent forest of virgin timber never yet penetrated by the locomotive, or even a "saw mill line."

Immediately upon the hint of the Great Northern's plans the Illinois Central this summer threw a surveying corps into the field and has just completed surveys covering several probable routes, and is reliably reported to have let contracts for construction of this line from Jackson to Macon, Miss., at which latter point it is understood it will meet and connect with a line from Birmingham, to be owned by the Central of Georgia.

Another movement in this same territory which is shrouded in some mystery is a line recently begun from Meridian northwesterly into this valley. The company was incorporated as the "Meridian & Memphis" railroad, but suddenly changed its plans to build from Meridian to Union in Newton county, on the main line of the New Orleans, Mobile & Chicago, and then secured a second charter to build from Union, southwesterly to Jackson.

Construction is actually underway on the Meridian end of this line and it is credited to the Louisville & Nashville road, which has for some reason been seeking an extension through Meridian into this territory.

#### Harbor Terminals

So fixed seems to be the opinion in the railroad world that every available foot of gulf-coast harbor will be at a premium when the canal is opened, that the proposition is seriously under consideration of utilizing inland ports along the Mississippi river for railroad terminals in connection with lines of sea-going vessels. The fact that the heaviest battleships of the United States navy have safely and easily passed up the river to Natchez and Vicksburg is pointed to as demonstrating the feasibility of using that great stream for ocean-going vessels, and a charter was granted a year ago to the Natchez-Eastern Railroad Company, which proposes to build a line from the Mississippi river at Natchez, Miss., or Baton Rouge, La., across Mississippi to Meridian and there make connections for the iron and coal country.

This company proposes to connect at its river terminal with a line of heavy ocean-going vessels running regularly through the Panama canal. Its promoters are negotiating to bond and build the line on a basis showing that it can be built and equipped at a cost of \$30,000 of bonds to the mile of completed line. This project has met with some success so far and is not only believed to be feasible but entirely practical and is being investigated thoroughly for a

### Equipped With Railroad Connections, Opening of Panama Canal Gives Promise of Great Future

#### SHIP ISLAND HARBOR

syndicate in New York which recently sent an agent into the state to examine and report on the proposition.

But whether the channel of the Mississippi river will or will not be used in the near future for ocean-going vessels, there is no question that every inch of its coast line will be converted into harbor terminals for trunk line railroads at no very distant day. What can be accomplished there and at little expense has been demonstrated by the Gulf & Ship Island railroad which has constructed, and now maintains, an ample harbor at Gulfport, Miss., at which the largest ocean vessels load and unload daily.

The harbor, known as Ship Island harbor, is nearly as capacious as that at Pascagoula. It is formed by a series of islands, beginning with Cat island on the west, Horn island on the east, and Ship island in the center, the latter being 15 miles in length. Ships drawing 22 feet of water enter it with ease and can load within one foot of the bottom without danger of grating or bumping, as there is no ground swell, it being protected by Chandeur island, some 20 miles off Ship island pass to the southeast, which makes it an inner harbor protected from every direction.

#### Harbor Improvements

In 1907 the government dredged a canal 300 feet wide and seven miles long, connecting the harbor with a small anchorage basin near the shore. The Gulf & Ship Island Railroad Company built and owns a substantial pier one mile in length, from the coast to the anchorage basin. This harbor has an area of 11 square miles with a depth of from three to six fathoms. Its facilities are soon to be greatly enlarged. Early in the present year the Gulfport & Western Railroad Company was incorporated in Mississippi and Louisiana, to build a road from Gulfport, Miss., to Covington, La., on the northern shore of Lake Ponchartrain and this company is promoting a dock and harbor company in connection with its railroad line, for the purpose of building another anchorage basin, one mile square, to be open to all railroads alike, no one company to hold more than 20 per cent of the stock. A similar plan will doubtless be adopted for developing Pascagoula harbor when the lines now building and in contemplation are completed.

The Louisville & Nashville Railroad Company is more vitally and extensively interested in the Mississippi gulf-coast harbors than any other of the Mississippi lines and while it is known to be actively participating in the present maneuvering for coast terminals on the gulf, its ultimate purpose is not quite clear beyond the fact that it means to protect its own paramount interests in that territory. The L. & N. skirts the entire Mississippi coast line on its route from Mobile to New Orleans, hence it is directly concerned in the future of the harbors both at Ship Island and Pascagoula. The Louisville & Nashville has been endeavoring to acquire control of the Gulf & Ship Island road but in this it has been unsuccessful. The Illinois Central road cannot itself own or control the Gulf & Ship Island outright, because of the Mississippi statute which forbids the ownership of a parallel and competing line, hence its desire to maintain the present status by which the Gulf & Ship Island has become practically a feeder of the Central at Jackson, where its northward construction was blocked many years ago.

#### Gulf Harbors

While there is still something of confusion and uncertainty in the situation, the salient fact stands out that the objective of all the skirmishing which is still in progress, is mainly to secure territorial advantages in connection with the future development of the Mississippi gulf harbors into great commercial ports as the necessary outcome of the opening of the Panama canal.

The Illinois Central holds a precarious interest at Gulfport through its present ally, the Gulf & Ship Island. The Frisco has secured an entrance through its alliance with the New Orleans, Mobile & Chicago Company, and its hold on the Pascagoula-Northern. The Great Northern is pushing its own branch line to the coast, and will get a northern outlet at Memphis through its connection with the Burlington. The Louisville & Nashville is looking for a northwestern connection for an outlet from its coast line. And, finally, the New Orleans & Northeastern and the Mobile & Ohio are watching the situation and are ready to make extensions into the gulf coast territory whenever the occasion demands.

In the official report of actual railroad mileage in the state of Mississippi, made at the close of the year 1911, the total mileage in operation in the state was 4223.63 miles. The projected extension of the Great Northern to Memphis covers a distance of 200 miles on an air line. The extension in contemplation by the Illinois Central, from Jackson to Macon, covers a distance of 110 miles.



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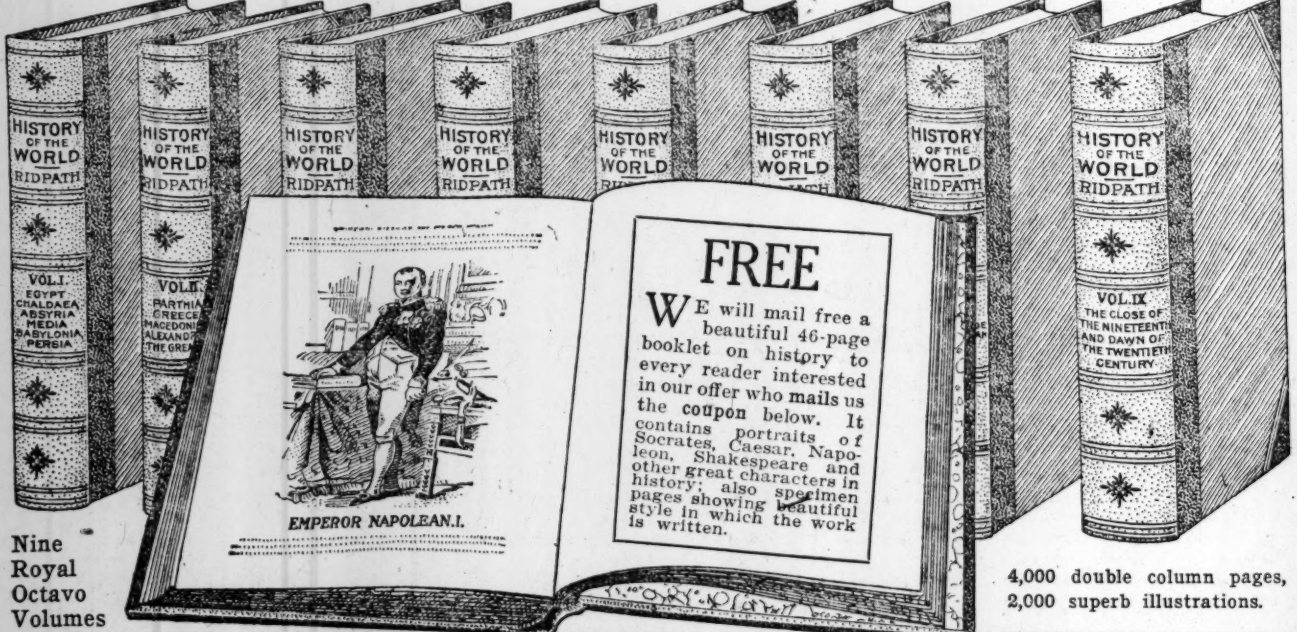
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# THE HOME FORUM

## LESSON FROM DICKENS ON WORRYING

CATALOGUING the various forms which men allow caring care to take under the name of worry the editor of *Out West* says:

There is the worrier who is sure that no one is to be relied upon to do his duty. Such a one is incapable of properly directing any great enterprise. Men must be trusted; their work spec-

### Joy Cometh With the Morning

The rosy light of the morning teaches  
A blither knowledge than books can  
tell,  
And the song that rings through the  
orchard preaches  
The ceaseless message that all is well.

Hark to the lesson that nature meaneth!  
List to the breeze on the pine-clad hill!  
See, the sun rays stream to the zenith!  
Thrice the oriole whistles shrill.

Myriad odors are faint and tender,  
Sweet notes come from the woodlands  
far.  
Draw fresh life from the day's new  
splendor,  
Plink thy hope from the morning star!  
—T. W. Higginson.

### Cherokee Indian Paper

RECENTLY sold as junk because there was no further use for it and no place to store it, the plant of the Cherokee, Advocate, the only newspaper in the world printed in an Indian language, in Indian characters, may be retained intact at Fort Gibson as a matter of sentiment. The Advocate was first published in Georgia, prior to the migration of the Cherokees to Indian Territory. The types for the paper were manufactured by a type foundry in Chicago and were very expensive, the molds having to be made especially for this one order. In order to keep the paper going it was necessary to take young Cherokees and teach them to set type. No one except Cherokees could read the characters, of which there were 86. The Cherokee national council saw to it that there were always as many as four compositors in the nation who could set this type.—Argonaut.

Have no mean hours, but be grateful  
for every hour.—Thoreau.

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## About "Onward, Chris- tian Soldiers"

The Rev. S. Baring-Gould wrote the popular hymn, "Onward, Christian Soldiers," 46 years ago, when in Yorkshire, England. One Whit Monday some Sunday school children were to march in procession from one village to another, and as he could think of no suitable hymn for them to sing on the journey, he wrote that one at the last moment, never dreaming that its popularity would be instant and extend all over the world.

## LEAVES TAKEN FROM THE NOTE BOOK

ONE of the extra tests of the American traveler's intelligence, so those not versed in European ways, is the time-table. Now a time-table at home is as abstruse enough. Most of us would rather find our way through the mazes of "x plus y equals minus 72 times z" than take the responsibility of being perfectly sure that we have read the time-table exactly right. There are the thrifflily space saving tables that read down for going and up for coming, till one does not know whether he is coming or going.

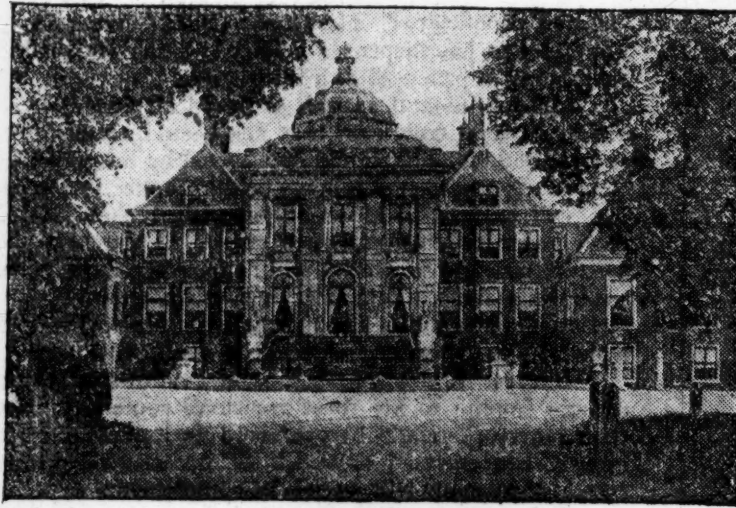
There are those that note exceptions to the manner of expressing the hours in speech, so that verbal questions are not a resource. It is hard to tell whether the fractions are on the further or hither side of the hour mentioned in the glib assurance of the native. A German visitor to Boston said that she was always arriving an hour too soon. She might catch the words half and seven and suppose that her hostess had asked her for "half seven" (half of the seventh hour) or half past six.

But hereafter, if report is correct, one will soon learn, in France at least, to lunch at 14 o'clock and go to the opera at 20. One will not stop to calculate even when invited to 17 o'clock tea. For the clocks of France one reads are to be made twice as big around (one assumes) and are to be numbered from 1 to 24. That is, the railroad clocks are to do this, and it is evident that the hotels must follow suit and business clocks, too, and at last all the chimes will be ringing 23 or 24 just as the community is settling to its first slumbers. Truly pathetic is the complaint of the manufacturers of cuckoo clocks, it is said, for the days of these assiduous songsters are numbered—with the multiple numbering of the hours.

## CRADLE OF INTERNATIONAL PEACE

AMONG the many places of interest the traveler to The Hague is sure to visit is the royal villa at the end of The Hague wood, known as the "House in the Wood," where the first international peace conference was signed in the year 1899.

The villa is open daily to the public and is not used as a residential palace. One room has been entirely furnished in Japanese style and was the gift of an Emperor of Japan. The walls are covered with hand-embroidered Japanese silk, in which some birds form part of the design, with wings made of real feathers. The chairs are covered with hand-embroidered silk. Another room, the gift of a Chinese Emperor, has the walls covered with rice paper, painted to represent the cultivation of rice. The entire furniture and hangings are Chinese. The central hall or ball room where



(Reproduced by permission of A. W. Seiboer, The Hague, Holland)

### THE "HOUSE IN THE WOOD"

The Hague conference was signed by nine of Rubens' students, who took four years to complete the work. The dome over the center of the room and every inch of the walls and ceiling up to

### Traveling Incognito

An American traveling in Europe engaged a courier. Arriving at an inn in Austria, the man asked his servant to enter his name in accordance with the police regulations of that country. Some time after the man asked the servant if he had complied with his orders. "Yes, sir," was the reply. "How did you write my name?" asked the master. "Well, sir, I can't pronounce it," answered the servant, "but I copied it from your portmanteau, sir." "Why, my name isn't there. Bring me the book." The register was brought, and, instead of the plain American name of two syllables, the following entry was revealed: "Monsieur Warranted Solid Leather."—Lippincott.

### First Public Library in England

IT is 60 years since the first public library was opened in Manchester—the first institution of its kind in England. The library movement owed its inception to Sir John Potter, and such was the support received that the free libraries acts were adopted by 3962 votes to 40. At the opening of this particular library Thackeray, Dickens and Lytton were present. The institution commenced with a stock of 20,000 volumes under the control of the pioneer of the library movement, Edward Edwards.

Beware of the man who knows too much, especially if it happens to be yourself.—"Life."

### Velvet Mimics Fur

The art of velvet-making was practiced in the legendary days of India. It is one of the oldest arts because it was the first imitation of man's first garment, fur. Even after spinning and weaving had become known, the pelt of the great felines was the dress for important occasions and the most beautiful of ancient fabrics shows that the ambition of the weaver was to surpass his model and copy the fur of the animal in something by far finer. The discovery of silk substituted soft threads for hair, and the threads took the dyes as no fur could take them. Asia kept the art of velvet-making secret for centuries. No one wore velvet but the monarch, and it was seen only in the processions of the rajahs. Today Chinese and Japanese velvet-makers rasp their threads with a knife to give the aspect of fur.—Harpers Weekly.

### Gratitude Dinner

A TYPICAL Thanksgiving dinner represents everything that has grown in all the summer, fit to make glad the heart of man. It is not a riotous feast. It is a table piled high with the treasures of the growing year, accepted with rejoicings and interchange of many festivities as a token of gratitude to Almighty God.—Henry Ward Beecher.

### Why "Carmen" Failed

In the Paris Gaulois Pierre Berton relates what he personally remembers of the extraordinary situation which led to the virtual failure of that glorious work, "Carmen," at its first performance. The trouble was that the manager had decided that "Carmen" was foredoomed to failure, and with this belief he imbued all the artists, as well as the journalists. The artists all liked the score, and did their best, but the spectators behaved as if they were carved out of wood.—New York Post.

Truth must ever be the dearest friend of man.—Schiller.

### The Pilgrim Fathers

BOLD men were they, and true,  
That Pilgrim band  
Who ploughed with venturesome  
The stormy sea,  
Seeking a home for hunted liberty  
Aid the ancient forests of a land  
Wild, gloomy, vast, magnificently  
grand.  
Friends, country, hallowed homes,  
They left to be  
Pilgrims for Christ's sake, to a  
foreign shore—  
Beset by peril, worn with toil, yet  
free!  
Tireless in zeal, devotion, labor,  
hope;  
Constant in faith, in justice love  
severe!  
Though fools deride and bigot  
skeptics sneer,  
Praise to their names! If called  
like them to cope  
In evil times with dark and evil  
powers,  
O be their faith, their zeal, their  
courage ours!  
—William H. Burleigh.

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## WHY MEN GIVE THANKS

WRITTEN FOR THE CHRISTIAN SCIENCE MONITOR

THE American people still commemorate in national holiday the Thanksgiving day of their New England fathers. Varying conditions of individual and country have not set aside the custom of an appointed national remembrance of the goodness of God. The observance of an annual "Thanksgiving day" began in those primitive conditions when for every harvesting of crops from the unconquered soil of a new continent there was special gratitude. Now in the abundance of a great nation the wholesome custom is continued. And the original animus of the good day rests with multiplying grace upon all who remember that the God of harvests is as well the God of men in all their needs; the God who leaves no good unsupplied.

For returning harvests and for national prosperity, then, men give thanks. For the capacity to work, for their friendships and homes and health and happiness they rejoice. For all things pleasant and righteous and good they lift their thoughts in gratitude; and this is right to do. To thoughtful men, however, and to those torn by evil fortunes, there seem many things in the world for which one cannot logically and honestly give thanks. The inequalities of distribution; the lack of supply upon one side and the excess upon the other; the sore burdens of labor and the cares of capital; the perplexities of the nation and the need for health and happiness and comfort to the individual; "man's inhumanity to man" and beast; the defeats and discouragements, the strife and failure on all sides. These things cannot be ignored nor are they in themselves good things. By no sophistry can evil be called good.

If, however, a remedy for all these ills should be at hand, if a light should come into the world which really shows humanity its way out from its evil and suffering, would not that be the one great thing for which to give sincere thanks of all? Not gratitude for personal or national ease, but gratitude for the integrity of the individual and the

nation is the true keynote of the Thanksgiving day remembrance. Then, beyond even this, had we a sure remedy for all the troubles of earth, even though such help should overturn in its work all that selfishness for centuries has builded—for this the world would have its every day a Thanksgiving day and ingratitude would stay forever dumb!

Now the students of Christian Science stand without timidity upon their conviction that this way of deliverance from trouble is here. God's way they believe it to be, and because it is His way and not their own they have no apology for their allegiance to it. Neither does Mrs. Eddy, the Discoverer and Founder of Christian Science, offer excuse for her announcement of Christian Science. First of all in this age, she saw it as a teaching straight from God and in no way hers except as the purifying of her life made way for her discovery of it to appear. Healed suddenly from the effects of an accident that physicians had pronounced fatal, pondering the experience in her heart that she might come to understand it, she for several years, in solitude and devotion, searched the Scriptures for a glimpse of the divine law, the operation of which she knew had caused her healing. Gradually the knowledge came and she was able to tell others about it. Her relation to the truth about God and man is the relation of the astronomer to his discovery about the stars. He sees and enjoys through his observations what has always been

true even before it was discovered; it is not made true by the astronomer. So Mrs. Eddy discerned God and His laws, eternal and universal Truth, and because her discovery affects a wider field than astronomy, even the whole of our spiritual, moral and so-called physical life, she was divinely impelled to teach her discovery to others and to establish means for its continued service to mankind.

Today a multitude of people know that this correct understanding of God and His law will, as it is applied to human problems, rid mankind of every trouble. They know this understanding to be so impersonal that they have no part in it of themselves save to utilize its working rule to diminish evil and trouble. Those who understand are not diverted from their thanks-giving by any false testimony of the presence of evil at home or abroad, because they know now with this new understanding of the rule of Christ-likeness, that evil is reducible to nothing and cannot prevail where the law of God is brought to bear upon it.

Pure Christianity, as Christ Jesus lived it, destroyed all evil, whether manifested as sin, sickness, or death. Perhaps Christianity, as popularly known today,

God is in all that liberates and lifts,  
In all that humbles, sweetens and consoles.  
—Lowell.

### Need of Employer and Employed

THE cause of the industrial unrest and the frequent conflicts between employers and employed is to be traced in the last analysis to the disregard of the principles and the ideals set before men in the life and teaching of Jesus Christ. A lack of honesty, fair dealing, fidelity in the laborer, and a lack of justice, righteousness, brotherhood in the employer—these are the real roots of these industrial conflicts. On the other hand, the hope of peace and harmony and contentment lies in recognizing those ideals of Jesus and ordering the relations between the contending parties on the principles of his kingdom. It is the high and holy task of the church of Christ to labor bravely and patiently to leaven society and legislation, and the relations between the different classes of men, with those principles, and to kindle the desire for those ideals.—The Rev. Randolph H. McKim in Churchman.

may have antagonized some thinkers and set them seeking relief in other directions. But lift our eyes from the present forms of Christian belief to the actual Science and law of Christian living and all must agree that it embodies the ideal manhood. This is the Christianity which Christian Science upholds and for every bit of it that is lived and proved true men and women everywhere are grateful. Summing it briefly Christian Science handles evil in this way: First it reveals God as divine Mind, wholly good, unable to think or to know evil. Then it is Science reveals manhood in God's likeness to be wholly good, spiritual, actually like God in nature; made up of God-like thoughts and wholly contrary to the mortal, carnal thinking which calls itself man and manhood and which is just a counterfeit of the divine image and likeness—a mistake to be dissolved as Truth appears. Further, Christian Science establishes the rule for casting out this counterfeit through exchanging evil thoughts one by one for thoughts like God, thoughts divine and spiritual. A spiritually right thinker cannot be a tool nor a football for evil. Rather his right thinking lets the presence and power of God enter, and all the world has in it to that extent, less evil. Christianity not as a theoretical religious belief, but as an applied Science, as Jesus lived and taught it, will in time prove itself the universal remedy for all the woes of mankind.

In the last analysis every man's



# THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

## EDITORIAL

Boston, Mass., Wednesday, November 27, 1912

Tomorrow, Nov. 28, has been officially proclaimed as Thanksgiving day by the President of the United States and the Governors of the States, and no Monitor will be issued.

### Why Not Confidence in the Right?

WHENEVER there seems to be absolute necessity of bringing about a radical change in existing conditions, there are many persons identified with reform, as private citizens, politicians and newspaper writers, who immediately begin to find reasons why the reform must be delayed. They are ready and willing to give time and thought and able and conscientious support to agitation against civic abuses, for instance, up to the moment that a demand is made for the complete extirpation of the evils that give rise to them. They hesitate to act at the very point and at the very time where and when an effective blow might be administered in behalf of civic righteousness, political cleanliness and social purity, and the hesitation to which we here direct attention is due to an attitude of thought for which one of the most familiar and most tenacious and least praiseworthy of mental processes is responsible.

It is due to this process that the reformer so often becomes a reactionary. He is willing to go a certain distance—to the length where, if he kept on, consistency, not to say logic, would lead him to the certain attainment of his object—and then innumerable arguments and obstacles arise to convince him that it is not feasible to go farther, because he feels—and this we hold to be the great fallacy—that since certain conditions always have existed, they always will exist and cannot be disturbed without upsetting everything.

Every careful newspaper reader knows that reform movements in the cities are suspended, or altogether stopped, in a majority of cases because it has not been deemed possible by those who wield either influence or authority to go any farther. He is told in so many words, that you can do this and that in the matter of uprooting and correcting corruption in municipal administration, but that it would be the sheerest folly to expect to get rid of it altogether. There is an element, and it is by no means essentially a bad one in the ordinary sense, that is constantly attempting to grind the falsehood into the public consciousness that there "must be" just so much maladministration, just so much inefficiency, dishonesty, crime, vice and disorder. It is insistent in the contention that society must necessarily tolerate a state of things that is repugnant to it, because there "must be" just so much lawlessness and corruption.

Nothing contributes more certainly to the encouragement and conservation of both. Nothing would contribute more certainly to the discouragement and abolition of both than a reversal of this attitude. There is no reason why a municipality should not be conducted as creditably in its every department as a well-organized business concern. There is no more reason why evil should be accepted as a necessity in the community than in the individual homes that make up the community. There is no reason why law-abiding, decent people should make any concessions whatever to those who are neither. There is not one of the many blemishes upon the world's civic life that "must" or can exist any longer than it is tolerated by the people it contaminates and disgraces. In all the ordinary affairs of everyday existence the public refuses to entertain the thought that improvement to the point of attaining ideal conditions is impossible. Why should not the public be as firm, as determined and as confident in morals as it is in everything that makes for material achievement?

### Whither Bound?

NATURALLY a lawyer-statesman like Mr. Root is concerned with contemporary phenomena in American life. Whither is the democratic instinct carrying us? he asks; and it is timely that he should put this question, for it is well to have such changes as impend the result of deliberate, reasoned action and not solely the outcome of impulse born of deep feeling, however natural and inevitable that may be. Mr. Root does well to insist that any departure from a high code of honor in the keeping of treaty pledges made to any country will mark not only a radical change for the worse in the national record but also force upon the social philosopher the query whether the moral decline of the republic has not begun. No more serious word on national duty has been uttered by any statesman for a long time than is now coming from the lips of the former secretary of state. But that it will have the weight that it should have is doubtful, and the reason for this Mr. Root ought to understand. For it explains much that he finds perplexing in national life.

A high sense of national honor with respect to treaty obligations is likely to exist when there has been a similar ethical sensitiveness shown by domestic lawmakers and by forces that make national law. The domestic unrest, the criticism of courts and of Legislatures, and the challenging of long-established citadels of conservatism, are not the product of perverseness on the part of the American democracy or of lust for "change for change's sake." Americans are one of the most conservative of peoples. Rather is the unrest due to a feeling that pledges of fair play to the people have not been kept by parties or by privileged recipients of favoring law. If, for the sake of the dollar argument, the nation now deals with the Panama canal treaty situation and canal administrative problem as if honor were a secondary thing, will it not be a case of foreign policy reflecting the domination of a commercial ideal long regnant in domestic politics? And has Mr. Root always consistently fought this sordid ideal, or favored the faction of his party which has contended for harmony between ethics and business?

A preacher comes to his congregation warning them of wrongdoing; the force of his warning as to conduct abroad is always conditioned by the congregation's knowledge of his habits at home. The present insurgent movement of the United States cannot be understood or rightly met with argument unless it is seen to be a revival of early ideals of liberty and honor, and a refusal to be bound longer by legalism and by precedents which now lack validity because they are without application to ethical demands and needs of the hour.

THERE is cause for congratulation at this season in the fact that the celluloid turkey has not yet made its appearance. And yet there are times when celluloid would not seem so bad.

### Metropolitan Art Center

J. P. MORGAN is not wont to be treated with indifference and he usually acts summarily when he is so dealt with. The inexplicable delay of New York city officials in acting favorably upon an appropriation with which it is proposed to add a south wing to the Metropolitan Museum of Fine Arts is said to be having a disturbing influence upon the financier-collector. The rarities, costing many millions, which he had stored in Europe, he has been bringing over to this country of late, taking advantage of the more liberal tariff arrangement with reference to fine arts importations. Storage of such treasures in this country was not what Mr. Morgan contemplated. He expected, and with reason, that if he would spend millions for purchase and for import duties where necessary, a city that already owed much to his civic interest as a donor would naturally be prepared to act promptly and generously and to furnish a worthy home for the treasures he had gained throughout the world. Since this proves not to have been the case, the query now arises, will he seek another place of deposit and another museum beneficiary? Hartford, Conn., where, for family reasons, Mr. Morgan has dispensed favors and already made himself a civic benefactor, is proposed as a likely place.

For sentimental as well as practical reasons it seems extremely unlikely that a collection that has been formally pronounced worth at least \$50,000,000 should be allowed by the officials and citizens of New York city to find a home in the Connecticut capital. Mr. Morgan will be loth to alter long-cherished plans and cease to be the most generous and renowned patron of the Metropolitan museum. Men of tact and of affairs will at once set about relieving a strained situation. At least temporary use of the wing now approaching completion can be conceded, until the structure which Mr. Morgan has a right to expect the city to build is ready.

Interest in this matter is widely diffused. For a majority of persons hoping to see these treasures some day, New York rather than Hartford would be preferred as journey's goal. Having previously concentrated so much of his art collection in New York city Mr. Morgan will prefer to complete the process and achieve a cumulative effect. But like other men of his type he is not used to delay nor lack of appreciation.

THE "no license" people of Lynn, Mass., are appealing less to sentiment in behalf of a continuance of present conditions than they are to the judgment of practical citizens. They show general advancement of the city under anti-saloon administration, not the least striking phase of which is the increasing amount invested in building improvements.

### Why the Turkey Is High

CONSUMERS have heard why there is a shortage and an advance in coal: because they are burning it. If they would cease to burn it, the coal operators say in effect, the supply would be larger and the price would be lower. But the consumers are obstinate. They will insist on burning it, as they always do at this season of the year, and the operators are left without an opportunity of obliging them. Consumers have also heard why gasoline is going up: because they are using so much of it. If they would only use a great deal less of it, the Standard Oil Company would be in a position to sell it at a lower price, and nothing would give that disintegrated corporation more pleasure. Consumers are now learning why Thanksgiving turkey is so high: because they are buying and going to eat so much of it. If they would buy considerably less of it, if they would only substitute something else for it, it would be more plentiful and cheaper. But as matters stand, everybody is calling for turkey and this makes it dear. The old rule of quick sales and small profits does not work any more.

On the contrary. The quicker the sales now, the greater the profits. More than that, turkey buyers all over the country the past week have been reprimanded by the turkey middleman for coming to him with a rush. They should not do this, the middleman says, for it increases his business to such an extent that he must hire additional help and keep longer hours, and this adds to the price of the turkey per pound. Whatever happens, one way or the other, adds to the price. The consumer pays going and coming. Yet, things might have been made easier for him had he done his Thanksgiving shopping early. Instead of taking such an active interest in politics as a Republican, a Democrat, a Progressive, a Socialist or a Prohibitionist, he should have hung around the markets keeping his eyes open for a bargain in turkey. He could have bought a turkey several cents lower to the pound on the first week of November than in the last. It is his fault, of course, that he did not take advantage of his opportunity.

The consumer seldom, if ever, does. He does not buy anything until he needs it. He does not buy his Thanksgiving turkey until Thanksgiving week. Now, if he would only buy it in Fourth of July week, or Labor day week, or election day week, he would be able to make quite a little saving. But he is as obstinate as the consumer who insists, despite all the kindly warnings of the mine operators, on burning coal in winter.

Some time the people may learn to consult their own interests. They may burn coal only in summer, use well water instead of gasoline and eat their Thanksgiving turkeys on Washington's birthday. Then, if too many of them do not make these changes simultaneously, the prices will tumble. Unless this or some other extraordinary change occurs, however, they will not tumble. Yet those who can put off their Thanksgiving dinner until some day next week probably will not find the price of turkey as high as it is now. It is a mere matter of adjusting ourselves to circumstances.

MATERIAL progress in Canada is illustrated by the fact that during 1912 the Dominion banks have opened thirty-nine new branches. In that time six old ones have been closed. Most of the branches have been started in the west, but Ontario got seven, Quebec six and New Brunswick two.

THE curfew law is being enforced vigorously in St. Paul, Minn., where parents are subject to arraignment because of violations of the ordinance by their children. This fixes the responsibility where it usually belongs.

IT IS SAID by one who has given some thought to the subject that woman spends 80 per cent of man's earnings. He might be better off if she spent the remaining 20 per cent also, taking him at his average.

### Southern View of Tariff Revision

THE South gave its solid electoral vote to Woodrow Wilson, thereby indorsing the platform upon which he stood. To the South, as to the rest of the country, one of the most important planks in that platform has to do with tariff revision. It is only proper to say that southern Democrats, like all other Democrats, are far more conservative when in power than when in opposition. The opportunity of making a sweeping revision of the tariff now presents itself to the Democracy. It will soon have the presidency, the House and the Senate in its hands. It will soon be in virtual possession of the economic as well as the political machinery of the nation. It can cut and slash the schedules, or it can pare and trim them. It is interesting to note what conservative southern opinion, as represented by a conservative southern newspaper, would have the Democratic party do.

The New Orleans Picayune is Democratically orthodox enough to say: "Up to the civil war the tariff on foreign goods furnished the whole of the revenue for the support of the government. Of course, the national government at that time was not extravagant, for the country was under the political control of the Democratic party, and the doctrine of the party at that time was 'tariff for revenue only.'" This fixes the Picayune's political basic faith with sufficient clearness. In a long and thoughtful editorial it goes over the situation as it stands at present, and finds, among other things, that the tariff is only an incident in current affairs and is by no means responsible for the high cost of living. Prices have been going up all the world over, in free trade as well as in protection countries. There is manifest prosperity in the United States and the burden of the high living cost is not, therefore, felt here as it is elsewhere. It is pointed out that the manufacturing industries of the United States represent a total investment of \$16,000,000,000, that they employ 6,000,000 persons, and that they distribute \$3,500,000,000 in wages annually. These industries, the Picayune says, would have been impossible but for the tariff. And it adds: "These 6,000,000 work people have had employment and been able to live in a certain degree of comfort, if not contentment, through this employment, and it would be a frightful calamity to turn them all out of employment by any sudden blow to the industries in which they are employed."

The South has her industries. They are growing in number and in strength. It is no longer New England, or the East, or the middle West that is affected by tariff changes, or threats of tariff changes. The South is just as sensitive to tariff revision or tariff tinkering as any other part of the Union. But the Picayune makes no appeal on sectional grounds. It says simply that radical revision would be ruinous to the industries and business of the nation, and it concludes with this admonition: "Then let our wise men study and understand the situation before they plunge the people of this great country and their means of existence into sudden and irreparable ruin." President-elect Wilson has promised to do his part to prevent any such disastrous outcome, and the part he can play will be a great one. He will need, however, and he doubtless will have, the support of the conservative South. What is needed all round is a better understanding of the tariff than that which the people obtain from partisan politicians in the heat of a political campaign.

PITTSBURGH and Cleveland are bidding for the national eisteddfod. A free hall and \$10,000 is the offer of Cleveland, and Pittsburgh promises to do even better, which means that Cleveland will ask leave to amend its original proposal.

THERE will be little disposition on any side, we take it, to deprive the new President of the travel allowance granted his predecessors. The people will want to see him, and it is right that they should see him at their expense.

OWING to Mr. Taft's foresight, there will be at least twenty-five or thirty thousand fewer applications for places under the incoming administration, but there will be all that the incoming administration can handle comfortably.

A VARIETY of factors conspire to force on national lawmakers consideration of issues pertaining to the presidency, and when Congress meets for something other than routine business, debate and possibly action may be expected. A six-year single term is nominally indorsed by the Democratic party. Mr. Bryan stands sponsor for the plank; whether the party and the new President will do as much remains to be seen. Discussion of the Carnegie plan of pension of former Presidents has been emphatically adverse to the scheme as outlined by the former iron-master. If a pension is given it will be given by the nation. Towns and cities may have been willing to be under obligations to Mr. Carnegie for libraries, and university and college professors may accept his pensions. But the nation has other ideals, and if it decides that the former Presidents need to be assured of adequate incomes after they retire from office, the wherewithal will come from the national treasury. Since the issue has been raised in just the pending form, no doubt it will compel consideration by the public and by Congress that has been lacking when it has been broached previously.

What is far more likely to come about is utilization for public ends of the experience of the retiring officials, and of course suitable remuneration for the same. A former President, if he became a representative-at-large, as Congressman Burleson proposes in a bill soon to be introduced, and if his pay had been \$17,500 a year, would have something specific to do for his country and also would receive the salary paid him while active as executive. It is the aim of the Texan congressman to provide the retiring administrator with a chance to speak to his countrymen at any time, but not to vote. His status would be like that of a territorial delegate.

Of course there are not a few old-fashioned persons left who believe that a President should save from his salary a sufficient sum to enable him to live soberly and decently, and they see no reason why he, more than any other civilian servant of the nation, should be cared for after his term expires. These Americans look back with satisfaction on the post-presidential careers of Washington, Jefferson, the Adamses, Hayes, Cleveland and Harrison and ask, "Why do now what was not necessary then?" The usual answer is that times have changed, standards of living and cost of living for Presidents and former Presidents have risen, and modern statesmen do not submit as gracefully to privacy arbitrarily decreed as did their predecessors.

### Place in Congress for Former Presidents



# THE CHRISTIAN SCIENCE MONITOR

Section Five

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER, 27, 1912

## Chicago Makes Wonderful Record in Building Construction

**Estimated Total of \$117,000,000 Will Have Been Spent by End of Year for New Buildings**

### USE OF TERRA COTTA

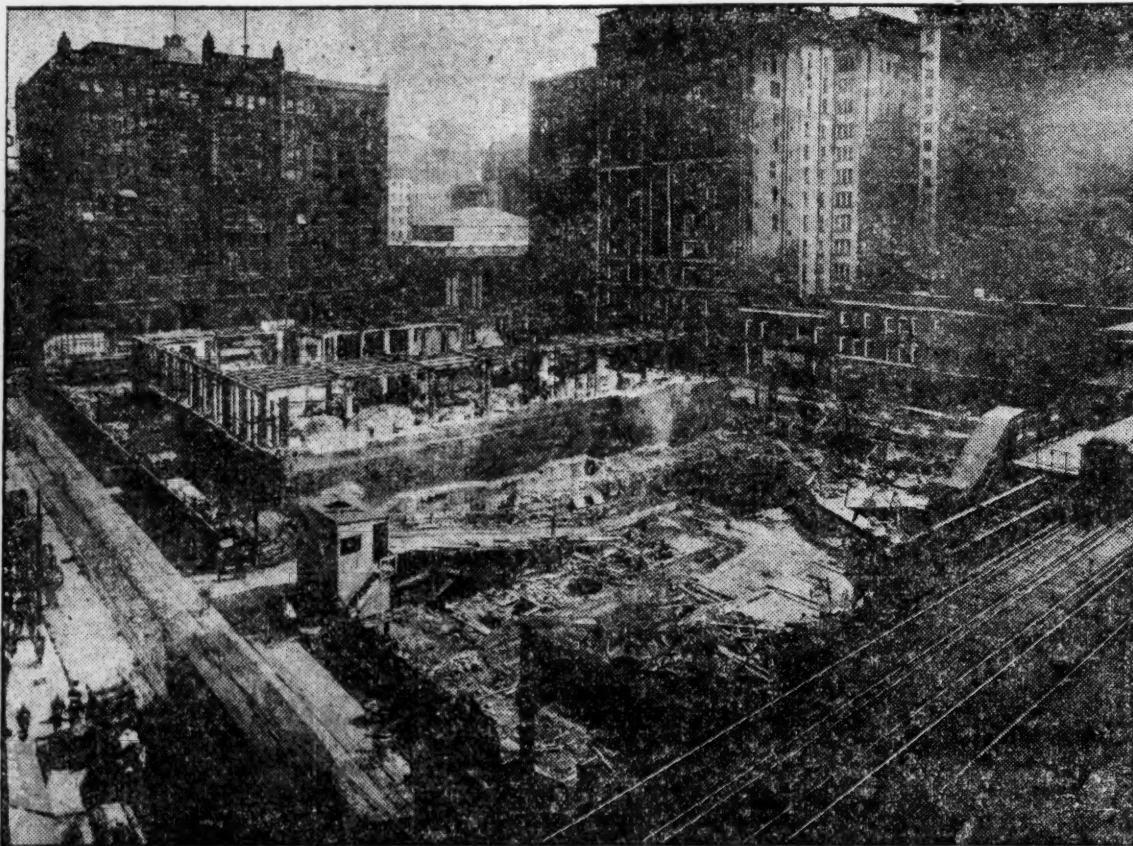
CHICAGO, Ill.—Smoke and dirt, the two enemies which Chicago has been battling for years are causing a transformation in the "loop" district and actually winning for Chicago the name temporarily applied by the World's Columbian Exposition in 1893—the White City. The very elements that have brought ill repute as one of America's dirtiest cities

structure look like an old building, with no remedy but the costly sand-blast cleaning method, which at best only freshened up the appearance for a brief interval.

In addition to the unsightly appearance of the buildings, the question of light began to be a problem as the growth of the district added story upon story to the walls of these canyons of trade. Blackened walls meant artificial light in stores and offices on lower floors except on bright days when sunshine strayed into the loop district.

### Enameled Terra Cotta

As an answer to the problem construction engineers sought and evolved enameled terra cotta, a building material with a surface that does not soil readily and that is as easily cleaned with soap



View of former site of Rand McNally building and Continental Bank building which with others were demolished to make way for the Continental and Commercial National Bank

in ornamental work. It is easily moulded into the most delicate and vigorous ornaments and is produced in a wide variety of unfading colors. And best of all, a hard rainstorm occasionally and a good scrubbing once a year at a cost of a few hundred dollars will make a building look like new.

The idea of using enameled terra cotta for fronts originated in the extensive use of white enameled brick in light shafts and courts of big buildings. The brick was expensive and of slow construction because of such small units, but the hollow terra cotta, in large units, avoids these difficulties.

First application of the new material to a high building in Chicago was made in 1892 in the Hale building (now Reliance building) on the southeast corner of State and Washington streets. In the 20 years since then the material has grown rapidly in favor principally because of its contribution of cleanliness and light to the loop district, until now fully 40 per cent of the buildings constructed in the business section of the city and as large a percentage of the smaller business buildings of the residence sections and suburbs are made of this white or cream enameled terra cotta.

### Merchants Adopt It

Merchants were quick to see the advertising value of a clean, white building. A. C. McClurg & Co. put up the second specimen soon after and were followed by Schlesinger & Mayer (now Carson, Pirie, Scott & Co.), Maurice Rothschild, Mandel Bros., Wabash avenue annex, A. M. Rothschild & Co., Boston Store and Stevens Bros.

The Great Northern building was the second office building, and was followed soon by the Railway Exchange, Republic, National Life, Studebaker and Majestic Theaters, and Steger building. Some of the buildings in this class now under construction or just completed

are: Mandel Bros., Boston Store and Rothschild & Co.'s new department stores, Insurance Exchange, North American, Mallers, Lytton, State & Quincy, Chicago, Burlington & Quincy railway offices at Canal and Jackson, Gibbons, Westminster, Rand-McNally, and two buildings on Wabash avenue at Monroe and Adams streets.

Architects are not agreed as to the artistic effect of the glaring white surfaces, but they admit its practicality in bringing light into Chicago's loop district and its popularity with builders and property owners is causing a rapid transformation of downtown Chicago.

The present year is a record-making twelvemonth for the building industry in Chicago. In the face of the abnormal rush in August, 1911, for permits to build tall skyscrapers under the old 200-foot limit law before the new 200-foot limit ordinance went into effect on Sept. 1, this year has equaled last year in the number and value of new permits issued.

To last month 8742 building permits had been issued since Jan. 1 by the building commissioner, totaling in value \$66,805,300, as compared with 8385 buildings, costing \$82,504,700 in the same period last year. The total valuation for 1911 was \$105,000,000, of which \$22,000,000 was forced sooner than it would have come otherwise by the new building limit law. This really leaves last year's building at \$83,000,000, according to Commissioner Henry Erickson, and the other \$22,000,000 should rightly be added to this year's figure, which will probably reach \$95,000,000. That would bring the amount of construction in the city this year up to a new record of \$117,000,000.

One remarkable feature in this year's building has been the demolition of modern, fireproof, steel-skeleton buildings to make room for larger, more modern skyscrapers to be erected on the same ground. The property values in the business district have so advanced as to demand the most efficient use of the space by higher and more desirable structures. The most striking instance of this is in the destruction of the comparatively new Rand-McNally building and the Continental Bank building to give way to the new Continental and Commercial National Bank building, which will assemble under one roof, surrounded by La Salle, Adams and Quincy streets and Fifth avenue, the largest banking room and the largest office building in the world.

Other instances are the retail department stores of Mandel Bros., Rothschild & Co., and the Boston Store, where comparatively modern structures have been razed and replaced by ones of late design. The most striking example, in immediate prospect, is that of the Trude building, a modern steel skyscraper office building at Randolph and Wabash avenues, which will be vacated for demolition Jan. 1, to be replaced by the last section of Marshall Field & Co.'s store to occupy the entire block.

### Structures Planned

In addition to the great amount of building now under way in Chicago, there is a goodly number of structures planned and just now starting or about to be begun. The estate of Marshall

podrome is in prospect for the space. The Champlain building, which has been the corner section of the Boston Store, has been acquired by Mrs. Netcher, it is said, and will be replaced by a new building of construction similar to the rest of the store.

Caissons are being sunk now for the new store of Stevens Bros., and for one section of the 21-story Morrison hotel and for other buildings that will be ready for superstructure work by next spring.

"The building industry is enjoying an era of prosperity unusual for Chicago, especially in a presidential year," says Commissioner Erickson. "There is so much building going on that it is impossible to get enough men or enough material, the latter condition because men are scarce in the factories. We are unloading stone nights because we can't

Many Modern Fireproof Steel Skeleton Buildings Demolished to Make Way for Larger Structures

### SCARCITY OF LABOR

get men daytimes. On one building recently the plumbers worked 100 hours in four days at 75 cents an hour. Asbestos workers, who usually work in seasons, have been working steadily for two years now. Common laborers are making in some cases, as high as \$39 a week. Conditions in this industry are the best, and indications are that they will continue so indefinitely."



Insurance exchange recently completed shows striking effect of white enameled terra cotta

have by their offensiveness forced the invention of a building material that is easily cleaned, and Chicago will before many years be known as one of the lightest brightest business districts in the country.

While the association of commerce and city administrations have been grappling with the smoke nuisance and attempting to clarify the city's atmosphere by legislating against the use of soft coal and hastening the day of electrification of railway terminals, builders have faced the problem of rapid defacement of the costly stone and pressed brick fronts of the loop skyscrapers. A very few years sufficed to put a coating of dirt on the surface that made a

and water as are the china dishes used on the dining table. This terra cotta is not a mysterious compound, but an architectural clay ware—a hollow brick made in all possible shapes and sizes desired. In durability it is the equal of stone, some of the records of the earliest nations of history having come down to us in specimens of terra cotta, and a good many buildings, built of the unglazed material, show no sign of depreciation, no crazes or cracks, after 25 years' exposure to the elements.

It is a fireproof material, has high compressive strength, is light, facilitates quick construction and is moderate in cost, being slightly more expensive than stone in the plain, but much cheaper



The "Twin Babies," the North American building, and Majestic theater, just completed

### THREE MICHIGAN TOWNS USE THE SAME GAS PLANT

ALLEGAN, Mich.—Three towns in this county within a distance of 13 miles use the one gas plant. They are Allegan, Otsego and Plainwell, and at least two of them are undoubtedly the smallest towns in the state having this advantage.

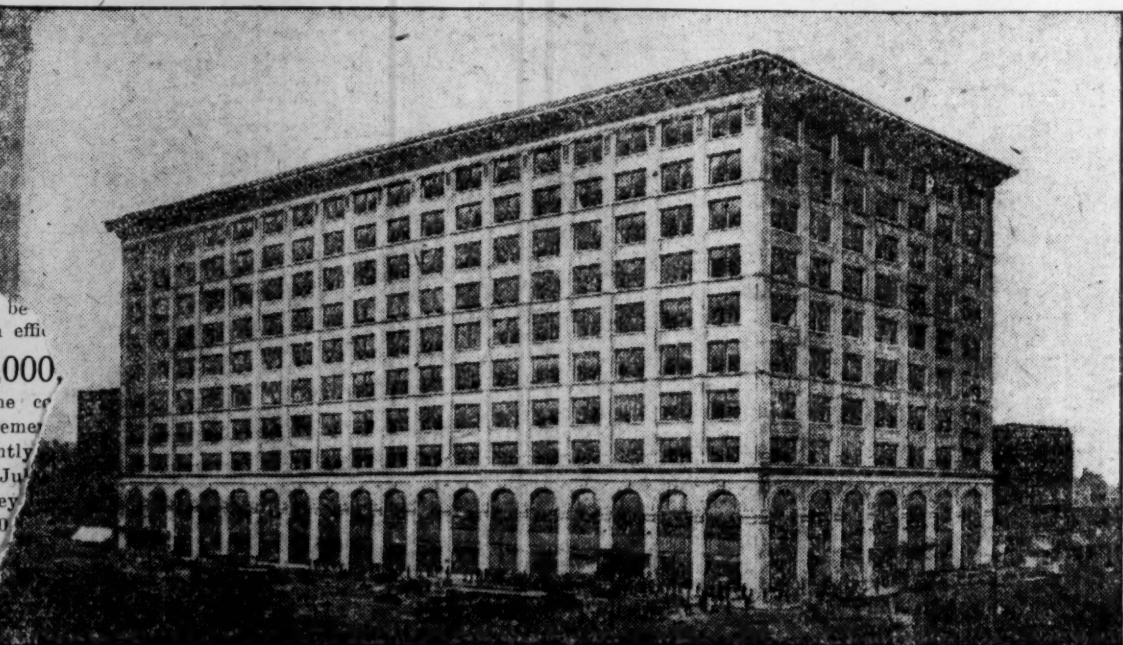
No little interest has been manifested in this industry, which was organized by Dr. A. C. Runyan, a capitalist of South Haven, who has gas plants at Sturgis and Three Rivers, and Burrell Tripp, department store owner of this city.

Allegan and Otsego, where the gas is manufactured, are connected by a pipe line, then from Otsego to Plainwell is only three miles, similarly piped.

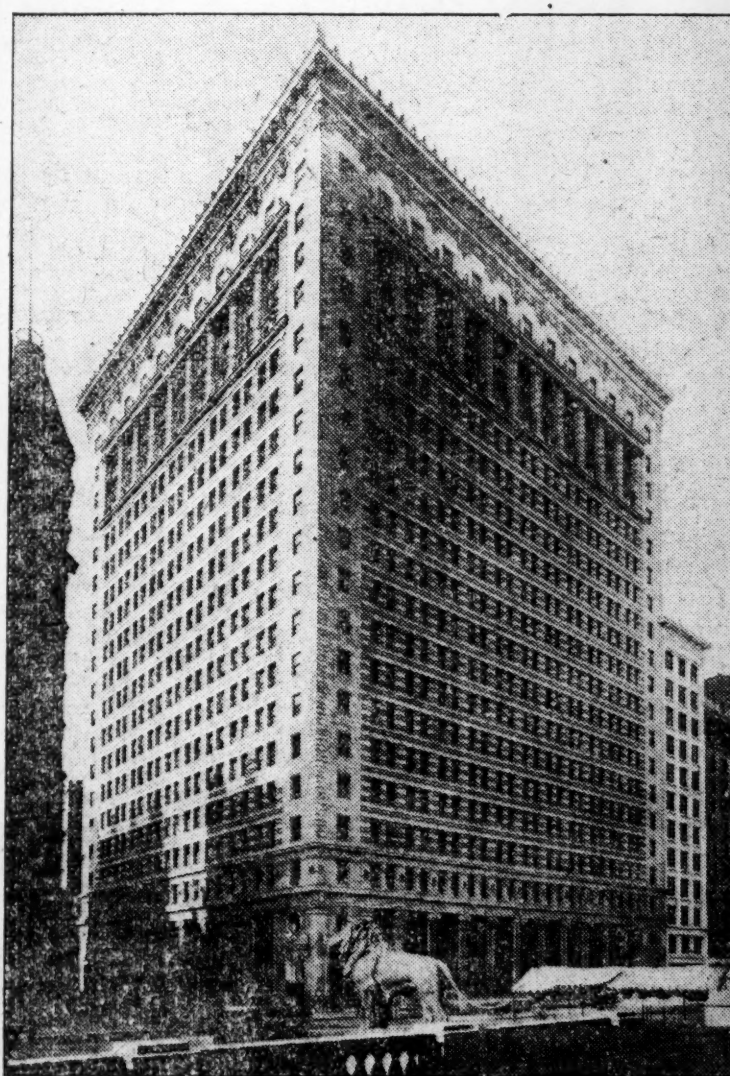
An interested inquirer was informed by the gas officials, when showing surprise that such a venture was put through, that this is as good as a plant in a town of 10,000 population, for Allegan has close to 4000 inhabitants, Otsego 3000, and growing rapidly as a paper making center, while Plainwell has close to 2000 people. The pipe line connecting the two towns will not be a loss, as many farmers along the line will take advantage of this opportunity for a cheap and convenient fuel.

### POWER COMPANY TO ERECT PLANTS

VISALIA, Cal.—Officials of the Mt. Whitney Power Company, which serves Tulare county, anticipating a large increase in population during the next few years, have authorized extensions of the system, including two new power plants, which will develop 14,000 electrical horsepower and will cost \$1,000,000.



Chicago department store recently opened, good example of the clean white buildings which several merchants of that city have put up in comparatively short time



Chicago office building showing granite terra cotta from fourth floor to skyline



## Chicago, Illinois

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Space prevents us giving prices on all items carried in this pattern. Samples and complete price list sent upon request.

Service Plates	\$17.00 per dozen
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## CORN SOURCE OF KANSAS' GREAT WEALTH

In Twenty Years the Total Value of Production Has Amounted to Over \$1,000,000,000

ALFALFA BIG FACTOR

By F. D. COBURN,  
Secretary Kansas State Board of Agriculture

TOPEKA, Kan.—Fifty years ago it was "Bleeding Kansas." However applicable such a designation once seemed, it has been a misfit and a misnomer during the life of the present generation. Now it is "Smiling Kansas," and the bountiful crops the husbandman has garnered in the present and past years have implanted upon his countenance the smile that stays. This does not mean that everybody is in a high degree prosperous, but it does mean that prosperity and conditions of comfort are general; as much if not more so than is the case with any like number of people wheresoever.

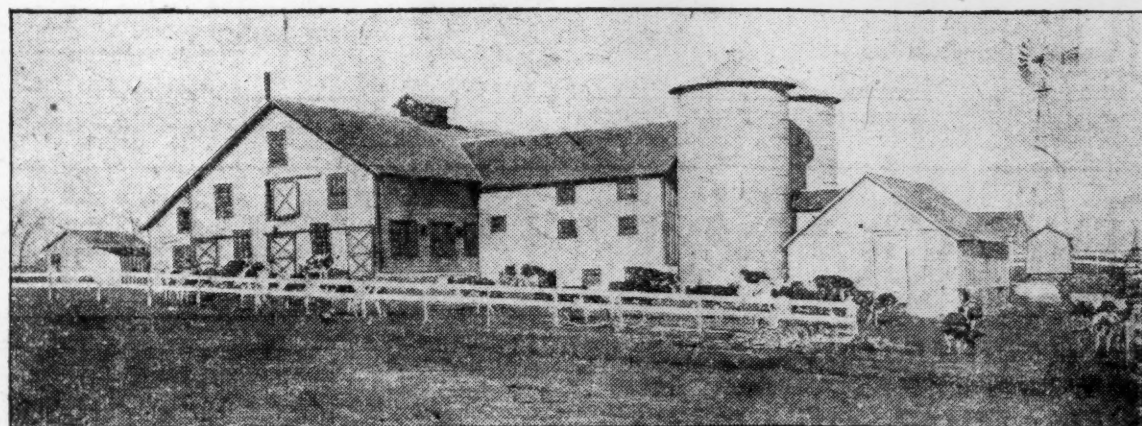
It should be borne in mind that Kansas, in its 400 miles of length and more than 200 miles of width, necessarily has a diversity of conditions, to such extent that while one section is over-saturated, another may at the same time be literally panting for showers, and yet it is all Kansas.

## Farm Values

According to the United States census Kansas two years ago was already the fourth state in farm values of field crops, although a title of her possibilities are not yet developed. Agriculture and animal husbandry are the big industries with Kansas, and doubtless always will be.

In 1910 the value of what came from the farms was \$540,000,000, which apportioned equally would give \$320 to each inhabitant. The state raised in 1911, a

## TYPICAL BARN AND SILO OF KANSAS FARMER



The value of livestock products in Kansas has doubled with the coming of alfalfa, in the production of which it holds a commanding place

year of general shortage, and in many states almost failure, more winter wheat than any other state, and according to Uncle Sam's figures no other had so much by about 35 per cent.

The August report of the United States department of agriculture says Kansas raised this year between a fourth and a fifth of the winter wheat of the United States. In fact the crop this year is given as 66 per cent more than that of Kansas' closest competitor, Nebraska, and nearly nine times as much as was grown in such conceded leading agricultural states as Illinois, Ohio and Indiana. The government rates Missouri, Oklahoma, Michigan, California and Pennsylvania among the crack winter wheat producers of the world, but this year Kansas raised more than these four combined. As indicative of Kansas' top notch position it may be mentioned that in the 12 years ending with 1911 she raised an aggregate of wheat exceeding by 37,000,000 bushels that of any other state. The wheat grown in Kansas in 20 years ending with 1911 amounted to 1,222,558,506 bushels, with a farm value of \$801,339,759.

## Corn Production

Wheat is erroneously supposed by many to be Kansas' chief agricultural asset, but corn is by far the foremost contributor to the state's wealth. Corn not only is the greatest income-bringer to Kansas, but is the buttress of the state's immense meat-making industries, which represent over one half of the value of the total manufactures, or approximately \$165,000,000 per annum. The aggregate value of Kansas' corn for the past 20 years amounted to over \$1,041,084,985, or \$241,000,000 more than the total of the crop ranking next in value. Besides Indian corn Kansas farmers raise upwards of \$15,000,000 worth of Kafir corn annually.

Kansas is unique in many things, but none more than in the commanding position she occupies, with no near competitor, in alfalfa growing, having already more than 1,000,000 acres (60,000 acres in a single county), mainly acquired within the past 20 years. Her advancement in this is one of the marvels of her prolific agriculture, and in alfalfa, as in winter wheat, no other state approaches her acreage or aggregate. Raw lands, formerly considered a burden at a \$5 per acre valuation, have been quick sales at \$40, \$75 and sometimes \$100, when seeded to this wonderful clover; others, although not by any means the best, have year after year paid their owners 10 to 40 per cent on valuations of \$200 or more per acre. No other farms change hands less frequently than those having well-set alfalfa fields, because their owners know of no other investment likely to pay so well, and are fearful of naming prices they may later regret.

## Alfalfa Growing

In Kansas alfalfa-growing has been the handmaiden of prosperity, and is the dependable promoter of progress. It has already quadrupled the output of tame hay. Since its coming the value of live stock products has doubled, and alfalfa has made of Kansas, if not first, one of the leading states in dairying.

The income from poultry products marketed in a recent year was sufficient to have paid 93 per cent of the state, county and city taxes for that year, while a trio of Kansas counties sold enough to more than wipe out the entire state debt.

One could continue in this vein, and dwell upon Kansas' cattle and horses, orchards, developing irrigation, coal, lead, zinc, salt, oil and gas, Kansas' schools, colleges, churches, banks, railroads and the innumerable institutions that spell progress, prosperity and growing prominence, but it is not in this wealth of material possessions, desirable and admirable as



Some Kansas corn—Corn is Kansas' greatest income-producer and the buttress of its meat-making industries

they are, that its people have the largest pride. Boundless fruitful acres, the earth opulent in minerals, sleek kine, bursting bins and plethoric bank accounts are not the first in esteem, nor rated as giving the state her high place in civilization's scale, for far over and above these are counted the high moral standards and

## THE INDUSTRIAL SOUTH IS MAKING RAPID STRIDES

Men not yet old can readily recall when agriculture was practically the one industry of the South. But the fact that during the last cotton year southern cotton mills turned into cloth nearly 3,000,000 bales of cotton, strikingly shows in that industry alone, that the southern states are making remarkable strides in an industrial way. Especially is this noticeable when it is recalled that the South manufactured less than one-fifth of its crop.

The manufacture of cotton seed oil as a by-product has in a very short time become a big industry, showing an annual value of \$150,000,000.

Looking back upon the comparatively recent period when the South's manufactured products were practically nil, Georgia's yearly total of \$250,000,000 from its manufacturing industries is an imposing sum. The value of Atlanta's manufactured goods alone in 1911, produced in more than 500 factories, amounted to \$50,000,000. Georgia also produces cement in vast quantities and its marble and granite industries are steadily increasing.

In North and South Carolina manufacturing interests have reached proportions as large as in Georgia. Alabama is becoming one of the great centers of iron and steel production. Texas is one of the largest oil producers in the country. The marble and granite industries in Tennessee are running into large figures. Florida, South Carolina and Tennessee supply phosphate for the fertilizing factories of the world, and the home mills are turning out millions of tons.

Water power development is going forward with great rapidity, and all over the South, from one end to the other, is heard the busy whirl of machinery turning out manufactured products for the markets of the world. In lumber stores, in pine lumber, in hardwood lumber and in all the products of the forest, the South now takes front rank.

It must not be forgotten that all this has been accomplished by the people of the cotton belt largely without outside help, for foreign capital has—until a very recent period—come into the South very slowly. Of vastly more value than the actual material things accomplished is the demonstration that the people have in themselves the qualities of industry, of thrift, of ingenuity and of enterprise to

ideals of her citizens, the beneficent laws they have devised and the spirit of obedience to them. It is the far-reaching influences for future good, radiated from temperate lives, devout homes, the schools and the churches, that, next to the boys and girls, are objects of her most jealous and generous care.

bring about such results, for when it comes down to material development, it is proven that the people of the cotton belt are no less progressive than the inhabitants of the old and thrifty East or the new and enterprising West. It demonstrates that, in future, the development of the United States will not be one-sided, but that each section will work out its destiny along proper lines, and that each section will share in that measure of prosperity which must come from thrift and industry.

Industrial growth in the South has had no small share in the tremendous success in wealth in that section. For instance, Georgia, which 45 years ago was bankrupt in public and individual resources, today has an actual property value not far from \$2,000,000,000, and a like flourishing condition obtains in all other states of the cotton belt. Atlanta, with a population of about 175,000, had in the last fiscal year of the clearing house, clearings amounting to \$653,000,000.

The industrial South has come to be a fact. The industrial South is now, and henceforward will be, an increasing factor in the material affairs of this republic.

## FORESTER SEEKS TIMBER DATA

HARRISBURG, Pa.—I. T. Worthley, consulting forester of the Pennsylvania Conservation Association, has started an active campaign to obtain information about all woodlands in the state, or as great an area as he can reach.

Every member of the Conservation Association has received a letter from him asking cooperation on this score, with a further request to supply answers to certain set questions, which are inclosed in blank.

The prime purpose of these letters is to have the Conservation Association establish communication with the owners of the woodlands in order that some plan may be devised for conserving the forest land in the most equitable and satisfactory way.

PLAN BIGGER WATER SUPPLY  
ROANOKE, Va.—For six or eight weeks, George Longcor, an economist, has been in this city, and has turned his attention to the investigation of the various water resources around Roanoke, with the view of securing a larger supply of water than heretofore.

Mr. Longcor has had associated with him in the enterprise P. Taylor, a widely known real estate magnate, who has secured options on a number of springs not far from Roanoke, which will, when combined, give a supply of between 4,000,000 and 6,000,000 gallons daily of excellent spring water, which is almost free from hard mineral substances. In other words, the water is almost what might be considered a freestone or soft water.

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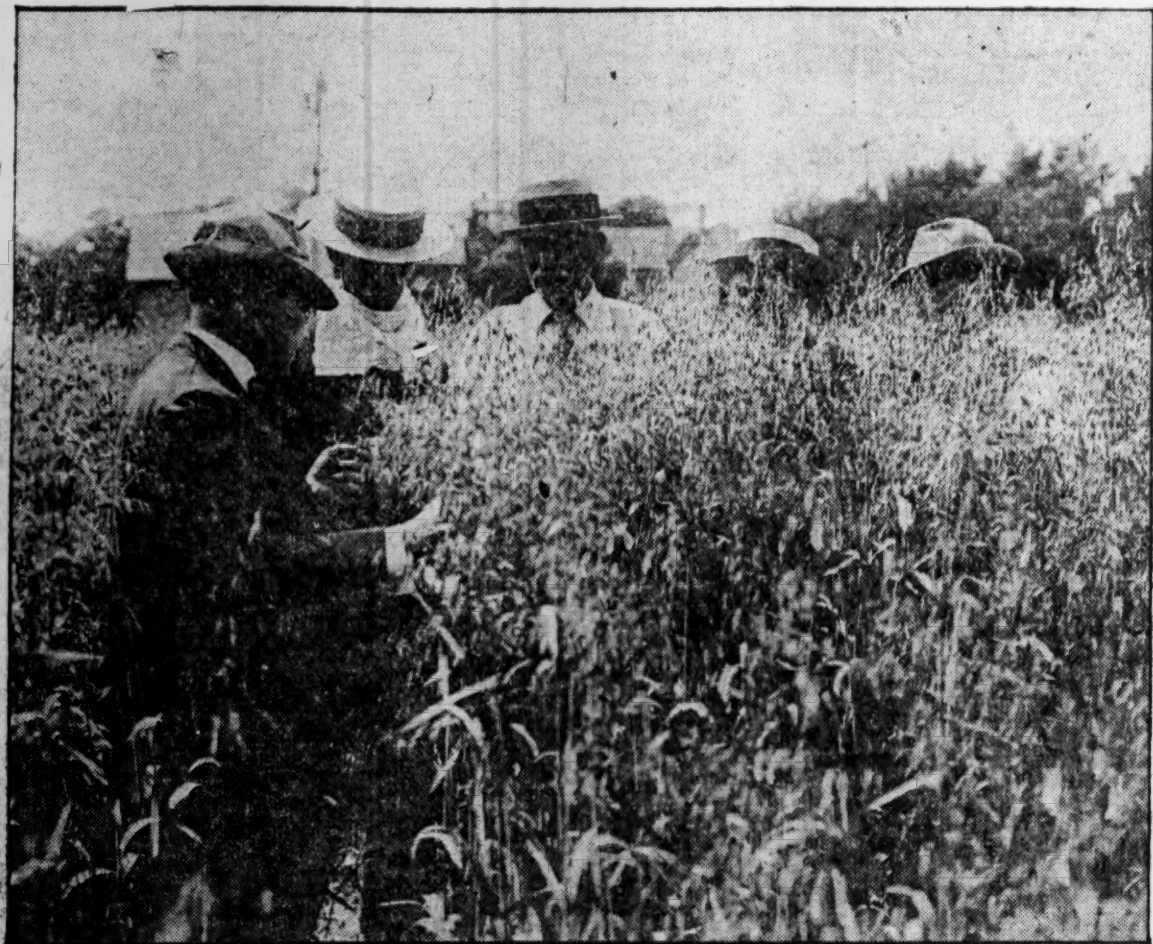
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## ILLINOIS WANTS MORE PRODUCTIVE FARMS



J. S. Collier, formerly of State Agricultural College of University of Chicago, explaining necessity of cleaning and grading oats to eliminate waste

## INDIANS ARE GOOD FARMERS

LINCOLN, Neb.—For a quarter of a century the Indian office has been asking if an Indian can farm.

"The Winnebagoes in Thurston county are answering this," says Assistant Attorney-General F. E. Egerton of Nebraska. "With 12,000 acres of waving corn growing on their own land, the product of their own labor, the braves of this little tribe answer in the affirmative."

"Yes; an Indian will farm. He will work and sweat in his fields like a white man. And when the Winnebagoes harvest a corn crop this fall worth \$200,000 white men will admit that an Indian can work."

"This year there are 184 Winnebagoes farming. Of these just three have complete failures. The corn and small grain of the other 181 Indian farmers average every bit as good as that of their white neighbors in Thurston county. The corn fields of some of the white men show failure."

## 20,000 AUTOMOBILES EXPORTED

About 20,000 automobiles was the export record of the United States during the six months of the present year. With the accessories and parts this means \$27,000,000.

can quickly master it. It is confidently expected that through the work of the county farm bureaus, like that established in Kankakee county, the yields throughout the country will be greatly increased, with practically no increase in the cost of farming.

Preliminary organization meetings of farmers have been held in about 60 counties in Illinois, and in many counties in other states. It is Mr. Ball's hope that he will have nothing left of his \$1,000,000 fund by the end of next season. That would mean 1000 counties in the United States working systematically and efficiently with the individual farmer, to increase crop yields, increase soil fertility, increase farm efficiency and decrease the cost of living.

## Domestic Economy

Arrangements are being made by which it is hoped the domestic economy work of the national government shall be made a part of this county farm bureau, in charge of a competent woman. The association also has inaugurated a cooperative seed testing plan by which a competent force will clean and make tests of all seeds sent in by the farmers of the county. "This work alone," says Secretary Ball, "should add half a million dollars to the annual crops of the county."

It is Mr. Collier's purpose to complete his soil survey and analysis of each farm as quickly as possible so he will be in a position to give each farmer individual advice and help suitable to his special requirements.

The Kankakee bureau is in direct charge and under direct control of the county association. The crop improvement committee has nothing to say about its management, or the management of any other county association of like character after the \$1000 is donated to the work. The committee acts through the council of grain exchanges as a clearing house of information concerning crop improvement and farm efficiency and to harmonize the various associations and interests.

## County Associations

To secure the \$1000 from the crop improvement committee the farmers and business men of the county must show a certain interest and be active to the extent of forming a county association. A sufficient sum must be subscribed to insure the employment of a competent technical and practical agriculturist and the support of the bureau. This sum generally amounts to 1 per cent of all tillable soil in the county, to be paid annually, or a minimum of \$100 from each township. An equal amount shall be contributed by the commercial clubs, merchants, manufacturers, bankers and business interests, of not less than \$100 from each township.

The Kankakee plan of operation provides for the organization in each township of township associations which are called township committees. In this manner thorough cooperation among the farmers and business interests of each township is secured. So much interest already has been manifested that one township in Kankakee county has raised \$100 with which to send one of its members to take the summer course in agriculture at the University of Illinois next year.

The crop improvement committee maintains that the yield of corn in the United States can be increased by 10 bushels per acre by the exercise of more care in seed selection, and that this process is so simple a 10-year-old child

as a \$50,000 corporation, with a membership of more than 700 farmers.

This is a typical Illinois farming county, with an improved farm area of 371,730 acres out of a total farm area of 402,237 acres, or nearly 93 per cent. There are 2411 farms in the county of an average size of 167 acres each, worth \$22,255 each. The acreage devoted to grain amounts to 143,000 acres in corn, 98,000 acres in oats and about 3600 acres in wheat. These grains take up approximately 66 per cent of the farm area. In addition to the immense grain area, the county has 22,500 cattle, 11,500 dairy cows, 18,500 horses and 20,000 swine, raises nearly 100,000 bushels of potatoes and more than 25,000 tons of hay. The land is worth \$110 an acre, as the average for the entire county.

The Kankakee Association was given the free use of commodious quarters in the new \$500,000 county building, the quarters consisting of the agriculturist's office, a meeting room, a library with several hundred volumes on agricultural topics, a rest room for farmers' wives, a laboratory and a large playground for the children.

Within two weeks after the first organization meeting of the farmers, business men, bankers, etc., of the county was held, the association had been incorporated and \$10,000 had been raised. Immediately J. S. Collier was employed

## Chicago Is Headquarters of the Crop Improvement Committee of Council of Grain Exchanges

## PLAN OF OPERATION

CHICAGO, Ill.—To reduce the cost of living by increasing the productivity of the farms and the efficiency of farm work is the object of the crop improvement committee of the council of grain exchanges composed of most of the largest exchanges of the United States. The headquarters of the committee are in Chicago, in charge of Bert Ball, secretary.

The plan of operation is to have in each county an agriculturist with practical and technical knowledge, whose duty it shall be to study local conditions and recommend plans for the efficient management of the farms, to work with the farmers of the county individually and collectively. While the chief aim is to increase the grain yields, the work will extend to all phases of farming operations.

The committee is working along two lines: one is to secure national legislation from Congress and the other is to



Agricultural expert in foreground explains how one bad ear of corn will leave one hundred barren spots

organize the farmers of the various counties into associations which shall employ the agriculturist. The legislation sought from Congress provides for many other things than the establishment of an agriculturist in each county, including a plan for the practical dissemination of the information secured at great expense by the department of agriculture, and a method of educational extension work by which adults and children may be directly taught the knowledge of farm efficiency.

## \$1,000,000 Fund

The county work of the crop improvement committee received a big help recently by the contribution of \$1,000,000 by Julius Rosenwald of Chicago, the money to be used to provide a fund of \$1000 in each of the first thousand counties in the United States to organize local associations and employ a trained agriculturist.

Kankakee county, Ill., was the first to take advantage of this offer, and now has a strong organization in the Kankakee Soil and Improvement Association, incorporated under the laws of the state

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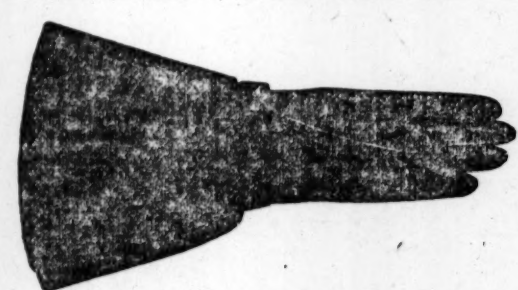
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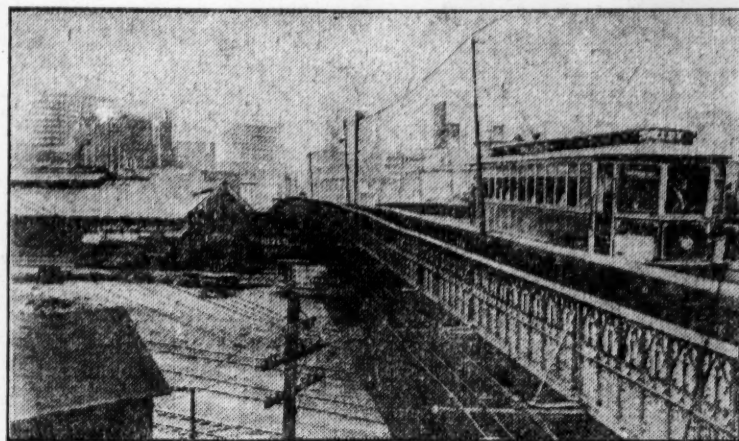
## NEW UNION STATION

INDIANAPOLIS, Ind. — The problems of traffic congestion and grade crossings have long been of deep concern to this city. Indianapolis, being what is known among the railroads as a "way station," that is an important division point but not a terminal, often suffers from surplus traffic held over for periods the length of which depends on the clearing of the lines ahead. This also means more railroad business than would otherwise be attracted to a community of nearly 250,000 population. Through this city the important central divisions of the great eastern lines pass. In the years that they have been operating they have built up a belt of tracks and yards that bisects the city, creating artificial north and south sides, causing some streets to be entirely blocked and others to be open only as tunnels or as grade crossings whose maintenance is costly.

## Steady Growth

The city has enjoyed a steady growth, particularly within the last five years, when it became apparent that track elevation was necessary. Campaigns carried on in the press and discussions on the public platform helped to bring the question prominently before the people. Many proposals were made, but it was not until the legislative session of 1910-1911 that state legal obstacles were removed and the way cleared for the financing of the project. As a result of subsequent conferences between Henry W. Klausmann, city engineer of Indianapolis, and P. J. Landers, engineer, maintenance of way department, of the Indianapolis

## VIRGINIA AVENUE VIADUCT TO GO



(Reproduced by courtesy of the Indianapolis News)

This roadway will be removed when Indianapolis completes the elevation of its railroads

Union railway, a working program was agreed on by which \$7,000,000 is to be expended in improvements, three fourths of the sum to be provided by the railroads entering the city, and one fourth by the city through a special tax levy.

## Pennsylvania Railroad

The Pennsylvania railroad, being the largest system operating in the city, has taken the initiative. In order to understand the scope of the work the nature of the undertaking should be made plain. Indianapolis is flat, most of the railroads entering the city proper from east and west, with the exception of some of the New York Central divisions, and the Louisville division of the Pennsylvania.

The Union station is in the heart of the city. Its tracks are too few in number, but in order to increase the yards it will be necessary to condemn one street and to make a concrete walled sewer of a creek which sometimes in the spring and fall becomes an unruly torrent, undermining tracks and flooding cellars. The railroads entering the Union station, and which will be affected by the elevation, are: Indianapolis Union, the Pennsylvania lines, the Vandalia, New York Central lines, C. H. & D., Monon, Lake Erie & Western, Illinois Central, and a short, privately owned spur known as the Central railroad.

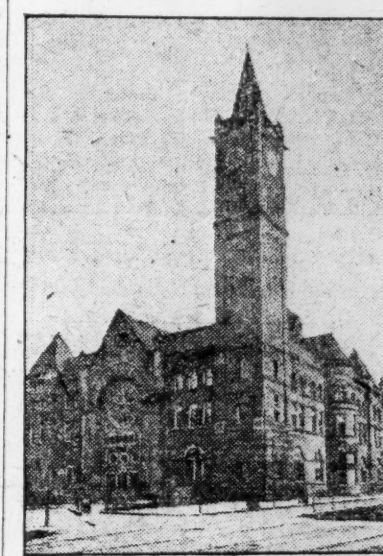
These lines converge at various points east and west of the Union station and enter the yards in a group. Something more than a mile each way, east and west, from the Union station are two elevations over thoroughfares. These form the terminals of the new elevation work. They are the East Tenth street elevation and the Kentucky avenue elevation. The tracks of the roads already named will be raised at those points to a height of 12 feet above the street level and will pass over the surface traffic of Capitol avenue, Illinois street, Meridian, Pennsylvania, Delaware, Virginia avenue, Alabama, Liberty street, East street, Washington and Noble streets.

## Four Years' Work

In addition there is to be elevation of what was formerly the right of way of the Jeffersonville, Madison & Indianapolis, one of the oldest lines in the state, and now the Louisville division of the Pennsylvania. This elevation will run south from the Union station as far as Ray street.

This means that about 66 miles of track will be raised. It will take four years to complete the work. During this time an average of 500 men will be kept constantly employed. At the Union station there is a maze of tracks, the traffic being continuous. Hence it was a problem for the engineers to devise some way by which the rolling stock could be kept moving. This was done through the cooperation of the Pennsylvania.

To the west of the Union station is the Vandalia freight house and to the east of the station is the freight house of the Pennsylvania lines proper, occupying a considerable space between Virginia avenue and Pennsylvania street. The Pennsylvania has suffered from congestion, and so has bought more land farther south, near South and Delaware streets. In the middle of the summer work was begun on this new property, and in the middle of October the work of wrecking the Vandalia freight house



UNION STATION, INDIANAPOLIS  
To be practically made over in connection with work on track elevation

was begun. The space thus created was the starting point for the track elevation engineers.

Going still farther west they started elevation at the Kentucky-avenue point, erecting two tracks on concrete and steel. These two tracks were continued on to the old Vandalia site, near the Union station; then a detour was taken south of the present station train shed into the street condemned—McNabb street—and over the creek mentioned—Pogues run; continuing on east clear to the eastern terminal—East Tenth street. This work is permanent. At the same time it affords a temporary outlet for the traffic. Now, little by little, the builders are working into the present tracks, replacing the surface lines, one by one, with elevated structures.

## Pogues Run

The mention of Pogues run recalls perhaps the hardest piece of figuring that faced the engineers. Pogues run is crooked and erratic. So for a distance of two miles through the center of the city it is to be enclosed in a double concrete box and converted into a subterranean channel, over which will be laid the tracks and streets. This feature alone will require \$1,000,000.

The present train shed has eight passenger and two freight tracks. The new elevated shed is to have 12 passenger and two freight tracks. The Union station is a durable three-story structure. Like all buildings constructed a decade ago there is much waste room in it. The railroad men do not believe that a new station is needed now. But they will virtually make over the present structure, spending \$150,000 in so doing. This extra sum will be paid by the Indianapolis Union railway alone, under whose management the station is operated.

## Help to Travelers

When the elevation is completed travelers need only to pass through the main floor lobby of the union station out on a level to the passenger concourse under the elevated tracks which are 12 feet higher than the main floor of the station. This passenger concourse will be a block square, separated from Illinois and Meridian streets, on the west and east, respectively, by an iron fence.

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The concourse will contain 39,000 square feet. Another square block, from Illinois west to Capitol, also will be utilized.

In the main concourse there will be six stairways on either side, each leading up to a set of tracks, thus enabling the traveler to reach or leave his train without crossing another track. There also will be in the concourse a parcels check room, baggage room, cab office, etc. In the opposite space between Illinois and Capitol there will be mail and express divisions and a parking space for motor cars and carriages. Elevators will carry baggage trucks from train level to baggage floor.

## Heavy Traffic

During the average 24 hours, 365 days in each year, 196 passenger trains and 100 freight trains are handled in this city. But very often, on account of conventions and motor races at the Indianapolis motor speedway, this number is doubled. For instance, last Memorial day 50,000 people were taken care of in two hours in the morning and the same number in the same time in the evening.

So the union station must be made modern in order that it may not handicap the newer parts. Waste space will be utilized, the basement used as a sub-floor for rest rooms and the like, and the waiting rooms massed near the concourse, with the ticket offices, information, telegraph and telephone offices also close at hand.

When all these improvements are completed, the railroad officials say, Indianapolis will be enabled to care for traffic, measuring it at its past growth, for 20 years to come; which means that the present passenger service of nearly 200 trains daily may, through elevation, be doubled or trebled and yet be handled without embarrassment.

## TRAINS FOR MAIL SERVICE TRAVEL A MILE A MINUTE

The fast mail flyer of the railway mail service has the right of way over all other trains. Not even the limited passenger trains, nor the "specials" can interfere with or sidetrack the "fast mail," says the Christian Endeavor World.

A mile a minute is practically the standard time for the "fast mails," an average speed that must be maintained in spite of stops and slowdowns. Consequently this often means a much greater speed along certain clear stretches of road where lost minutes must be made up.

The fast mail is in charge of picked men. It is a traveling postoffice in every sense of the word. The train usually consists of four cars carrying nothing but mail, amounting sometimes to 50 or more tons. The engine is one of the biggest moguls of the railroad service, a veritable monster of iron and steel, carrying 10 tons of coal and 6000 gallons of water.

Besides a picked train crew there are 15 or more trained clerks riding in the mail cars. Their business begins the instant the mail is aboard.

The inside of a railway postoffice looks for all the world like an ordinary country postoffice. There are sometimes series of racks which hold open mail sacks, and into these the clerks despatch their mail as they fly across the land. One of these sacks must be dropped off perhaps 30 or 40 miles from the starting point, and there is always a hurry and bustle to get this particular sack "tied out" in time.

Arranged in tiers on one side of each car there are more than 140 pigeon-holes. Each hole is reserved for some special town or city on the way and the clerks shuffle and assort the letters with great rapidity, flipping the letters into their respective boxes. It seems almost incredible that one could become so deft in reading the addresses without misplacing any letters.

## RAILROAD COSTS REACH LARGE SUM

WASHINGTON—According to a bulletin issued by the interstate commerce commission recently, it costs more to the public to maintain railroads in the United States in one year than it does to run the United States government for two years.

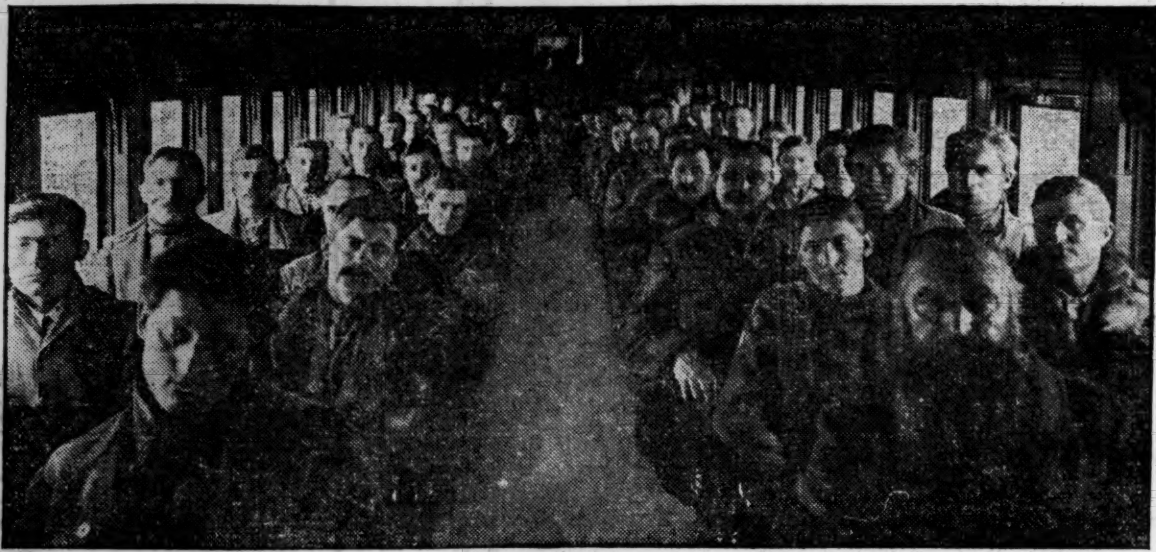
Between July, 1911, and May, 1912, the total operating revenues of steam lines in the United States was \$2,527,298,505.18. The total operating expenses amounted to \$1,747,983,672.65. The net revenues were \$779,314,832.53. In May last railroads earned \$226,563,028.47, spending \$161,680,372.88 for maintenance, and derived a profit of \$64,882,372.88.

**PROMISING YOUNG VERSE WRITER**  
San Francisco literary folks are greatly impressed by the poetic genius of George Ashton Smith, 19 years old, of Auburn, Cal., says the New York Tribune. The boy was born and reared on a mountain farm and received no instruction beyond that afforded by the district school.

The lad came to the notice of Boutwell Dunlap, consul for the Argentine Republic, a few days ago when the latter was spending a vacation in Auburn. The consul was so pleased with Smith's odes and sonnets that he brought him to this city. Since that time the young poet has written about 50 poems.



# IOWA TELLSHOW TO GET MOST FROM FARMS



Careful of farmers hearing seed corn talks by expert employed by Iowa Agricultural College which is meeting need of efficient farming by going to the people with instruction



Member of the Iowa Agricultural College Girls Club working in her home kitchen

AMES, Ia.—For every farm boy who gets to college for a special training in agriculture there are 99 who never see the inside of a college as students. Far-seeing men are convinced that the agricultural colleges must reach the 99 as well as the one somehow if there is to be an efficient agriculture to feed the rapidly increasing millions of the United States.

Iowa's State College of Agriculture is meeting this need by putting a generous section of its work on wheels and literally sending it out to the people who cannot come to the college. It loads

week short courses. It is a little college on wheels. One car carries demonstration materials and baggage; another contains a complete agricultural exhibit, and the third carries the fine horses and cattle from the college barns for livestock demonstrations.

No time is lost after the train arrives because committees have been at work for weeks getting ready for its coming. Class rooms are all ready for the lectures and demonstrations. So are the kitchens and sewing rooms for the domestic science instruction and the barns or pa-

far and near, from prosperous homes and poor. Sometimes 700 students are enrolled; rarely less than 300. Their week is filled with practical instruction, covering every phase of farming and home making. Classes run through morning and afternoon. In the evening is some popular lecture or entertainment. The short course usually closes with a community corn show and domestic science exhibit when prizes are distributed for the champion ears and the best cooking and sewing.

## Benefits of Course

A short course has never yet been held in Iowa that did not stir discouraged men and women to try again and in a better way. It never fails to do for a good many men what it did for the prosperous owner of a choice 80-acre farm in Boone county. Six years ago he was an unhappy renter, unable to get from the soil more than enough to live and pay rent. He worked hard, but he lacked the "know-how" that makes work successful. Every year found him merely older and no better off and that was taking ambition out of him. He had enough left, however, to attend the short course when it came to his community. The first lecture he heard made it plain to him why he got only half the corn crop of other men he knew—he wasn't selecting his seed right. Another lecture and demonstration made it plain why his scrub cows were losing money for him instead of paying a profit. Every day made him see more clearly what was wrong.

This man went home at the end of the week with new determination and new ideas. He saw his landlord and banker and put his business as well as his farming on a sound basis. For three years he applied what he had learned, and then took inventory. His debts were paid, and he had more than \$8000 in livestock, grain and equipment. The next year he quit renting and bought an 80-acre farm, and paid cash for half of it. In another year he expects to pay the other half and perhaps buy another 40 acres adjoining.

The short course inspires communities as well as individuals. It wakes them up to the importance of better living as well as better agriculture. It develops a new spirit of cooperation and friendliness. It touches the rural schools and rural school teachers, and gives them the spirit of the new education for usefulness. It does what it did in Page county, where the college has helped a young woman county superintendent of schools, Miss Jessie Field, to revolutionize the whole countryside.

## Boys' and Girls' Clubs

To many the most hopeful work of the extension department is that conducted by Prof. E. C. Bishop and his staff of four helpers in the boys and girls' clubs. That is because they are getting hold of young people at the very beginning of their lives when nearly the whole of their activities are ahead of them and few mistakes behind them. More than 15,000 are enrolled this year. In every county they are under the leadership of the county superintendent of schools; in many communities they are under the subordinate leadership of a rural school teacher. The college furnishes them with free literature that tells them how to do specific things, like corn growing, poultry raising, gardening, sewing and cooking. The work is arranged in courses, beginning with simple tasks and going to the

more difficult. To stimulate interest prizes are offered annually for the best results and the produce is exhibited for two weeks at the college. Last year the various prize winners were taken to Washington. This year they will be given a two weeks short course at the college with all expenses paid. Two thousand of the boys are growing an acre of corn. Last year the winners distanced their fathers in results. They promise to do so again this season. Last year a 12-year-old girl baked the best loaf of bread in Iowa. She may do it again this year.

The work is developing confidence in thousands of boys and girls over the state. It is giving them new interest in the country and its work. It is making leaders of them and altogether these results are expected to help transform country life in the state. The work of the college with the 2000 rural school teachers of the state is likely to be even more productive of results in time, because when Iowa's rural school teachers are given the new idea in education, the problem of rural life will be more than half solved.

Director W. J. Kennedy hopes to do still more in the next two years. He hopes to put more emphasis on soil conservation and establish in every county a demonstration field. He is cooperating with the United States government and local associations in putting an agricultural expert into every county that is ready for one. He hopes above all else to establish a correspondence school in agriculture to continue the education that is begun with the short courses.

"The college will not live up to its full measure of usefulness," says Dean Charles F. Curtis, head of the agricultural division of the college, "until it does reach every man, woman, boy and girl who needs its influence and help."

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## A sewing class in the study courses offered to girls by Iowa State College of Agriculture

special cars with instructors, demonstration materials, pure bred livestock and agricultural exhibits and sends them into scores of communities to conduct special schools for a week. It sends out special trains to carry the gospel of better seed, better dairying, better methods of beef and pork production and more careful soil conservation. It enrolls thousands of boys and girls in its home study and demonstration clubs and furnishes help to rural school teachers in the teaching of agriculture and cooking and sewing. It provides lecturers and demonstrators for hundreds of institutes, fairs, farmers' picnics and other meetings.

## Teach 200,000

Last year these multiplied activities took the college to not less than 200,000 people, old and young. This year the director of agricultural extension work, W. J. Kennedy, hopes to take the college to not less than 300,000. He has already arranged for about 90 of the special schools, which are called short courses. Last year there were about half that many. He has already sent speakers to scores of meetings and he expects to send other men to at least 200 more before the college year ends. Already 15,000 boys and girls are enrolled for the new year's home courses and 1500 rural teachers. In a few weeks a special train will be sent out to stir Iowa farmers to producing more and cheaper beefsteaks and roasts, and then will follow in season the other special trains, covering every section of the state. Usually a train of three coaches is sent out for the full

vilions for the judging of livestock. The pupils are on hand bright and early and school gets into full swing the very first day. In a complete short course, something is provided for every member of a farm home, for the head of the household and for his wife, for his sons and for his daughters. There is not a practical educational need of the farm home that is not supplied. So when the students are assembled for their first general meeting, their numbers include gray beards and school boys, old women and school girls alike, and they come from

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## ARKANSAS HEADS RICE-GROWING STATES IN YIELD PER ACRE

First Commercial Crop of Rice in Arkansas in 1902  
Produced 5225 Bushels;  
3,864,000 in 1911

### CAPITAL REQUIRED

LITTLE ROCK, Ark.—If Opie Read's imaginary Arkansaw Traveler should happen to return to his former abode in eastern Arkansas he would find this territory yielding the greatest return per acre in bushels of any rice field on this or any other continent. By consulting Uncle Sam's records he would discover that the farm price for rice in Arkansas is the highest in the United States and this on lands that he might have sold 10 years ago for \$5 per acre or perhaps less.

First Crop  
Arkansas is the world's newest rice field. The first commercial crop of rice

## RICE FIELD BEFORE HEADING



The grand prairie, embracing about 125,000 acres, forms the principal rice field of the state

they figure that one ton of coal goes about as far as two cords of wood. Coal costs at Carlisle, Ark., \$3.35 per ton delivered, and wood can be had at the cost of 75 cents per cord, exclusive of hauling. This leaves a decided difference in favor of wood, but against that is placed the additional labor in handling and firing wood. Some few plants are using gasoline engines and electric power.

### Soil Preparation

The method of soil preparation is identical with that of preparing ground for the ordinary spring seeding of common grains. Drilling in has been found the most efficient method in planting the seed, a bushel and one half to two bushels per acre being necessary. The seed is planted during April and when the crop is from four to six inches high the field is flooded. It requires from 90 to 100 days after the first flooding for the crop to mature. With an average of 220 growing days in Arkansas this crop is always a sure one. About 15 days before harvesting when the rice is in the dough stage, the water is drained



Threshing rice near Weiner, Ark.—Cost of rice production in Arkansas ranges from 30 to 40 cents per bushel as against \$1.20 per bushel in China

period of five years has been 50 bushels. Government statistics for 1911 state that the yield was only 39 bushels per acre, but even this figure places Arkansas at the head of the rice-growing states. As the average price per bushel for five years has been more than 92 cents and the average cost of production \$20 per acre (some say \$15), it will be readily seen that the profits to the growers are big.  
Next in importance to the cost of the land is the pumping outfit which for a 10-inch well suitable for a quarter of a section of rice requires about \$3500. This well, to cover the required area, must have a flow of 1000 to 1200 gallons per minute. The water level in the prairie district is about 35 feet and the wells are bored to a depth of about 150 to 160 feet.  
The fuel problem is easy of solution because of the supply of timber. Many growers use both coal and wood, and off, the ground becomes dry and the crop is harvested like other cereals.  
There are now seven rice mills in operation in Arkansas with an average daily capacity of 700 barrels each. Two varieties, Japan and Honduras, are grown equally here.  
If, as is contended, rice is the world's greatest food crop, Arkansas is destined to become an important factor in its production. When all of our available rice land is under cultivation this crop will rank well up in money value with the cotton crop of the state. According to statistics recently published, the average cost of rice production in China is \$1.20 per bushel. In Arkansas the cost ranges from 30 to 40 cents per bushel. After the completion of the Panama canal it will be possible to ship our rice into Hong Kong at considerably less than the initial cost of production in China and still provide a good margin of profit to the growers in Arkansas.

## FAST AREAS OF IDLE FARM LAND

B. F. Yoakum, chairman of the St. Louis & San Francisco railroad, said recently that there were 1,903,000,000 acres of land in the United States and careful estimates showed that 1,200,000,000 acres of this land are available for farming purposes, according to the New Orleans Picayune. The cultivated acres last year produced \$15.72 an acre, not including animals and their products. The uncultivated acres show our agricultural capabilities, for, figured at what we are now doing, they would yield the enormous sum of \$13,362,000,000 additional, not including animals and their products, which the government estimates in its last year's agricultural report at \$2,913,000,000. Mr. Yoakum believes that the problem of agriculture and transportation being developed together is being neglected. In the southwestern group of states of Missouri, Kansas, Oklahoma, Arkansas, Louisiana, Texas, Arizona and New Mexico there are 160,000,000 acres of land more than 10 miles from a railroad, and the people of these states now need 27,000 miles more of railroads than they have at present to take care of their farming interests. A few miles back from any railroad will show millions of acres of rich land lying idle for lack of transportation. The two big developments that will do for the entire nation the greatest good are the expansion of agriculture and transportation. One cannot go forward without the other.

## BEAUTY OF STONE HOUSES INSPIRES THE ARCHITECT

The use of field stone in simple, logical, beautiful houses is as indigenous to America as are the log cabins of the East and the adobe huts of the West. In the early days of American civilization the scarcity of formal building materials forced the settlers to make use of the materials at hand in constructing their houses. The fields were cleared and cultivated, and the stones collected from the pastures were used in building houses and erecting boundary walls, says the Craftsman.  
The first American builders probably did not plan for beauty when they erected their simple, dignified homes, but the result was essentially beautiful because they used their material logically and planned the structure so that it was suited to their needs and to the times. They laid log upon log, or stone upon stone, sturdily and stanchly, to furnish shelter for family and friends, and to resist successfully attacks of foes and elements.  
Many of these old houses are still standing in our eastern states, mute witnesses as to the permanency of the material and to the excellent craftsmanship of the builders. Probably some of the best examples of this type of architecture can be seen in Pennsylvania today, where the William Penn homestead and other contemporary and later buildings have apparently furnished inspiration to modern architects. A number of Philadelphia architects have been most successful with this type of building, and interesting houses and garden walls, gateways and pergolas are being designed by such men as Mellor and Meigs, D. Knickerbocker Boyd, Duhring, Okie and Ziegler, Wilson Eyre, Charles Barton Keen and Brockie and Hastings. These men have followed not only the inspiration of the revolutionary farmhouse, but have also felt the influence of the English type of colonial small house and the semi-formal large houses in an adaptation of Tudor or Jacobean styles.  
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## ST. JOHN, N. B., TO MAKE NEW HARBOR OF COURTENAY BAY

Canadian Government, to  
Spend \$30,000,000 to Make  
the City One of Great  
National Ports of Canada

### BIG REALTY VALUES

ST. JOHN, N. B.—When the government of Canada adopted a policy which involved the expenditure of about \$30,000,000 to create a new harbor at St. John, utilizing what is called Courtenay bay, it decided to make St. John one of the great national ports of Canada, for already enormous expenditures had been made in the main harbor, and plans completed for the construction there of a large number of steamship berths.

To understand the situation it is necessary to remember that the main port

of the city proper were extremely low, and have steadily advanced. The registry office is months behind in its work in connection with real estate transfers. Farms in the outskirts have been bought and sub-divided into building lots. New buildings are going up at East St. John, and the street railway is extending its lines as well as its electric light service to that new section. There has been more activity in building this year than in any year since the period just after the great fire of 1877.

### General Expansion

The decision of the government with regard to the development of the port has had a remarkable effect in directing the attention of manufacturers and investors to the opportunities offered, and a period of general expansion has begun such as is associated with western cities, but not with those of the extreme east. The fact that St. John is to be the Atlantic terminus of three transcontinental railways means that it occupies a strategic position on one of the great trade routes of the British empire, having behind it not only the fertile province of New Brunswick, with its wealth of timber and minerals, but the whole stretch of the Canadian Dominion. The recognition of this fact is the explanation of the

steamship berths. It will be necessary thereafter to do more dredging, and construct other wharves; and experts have declared that when the plans which have been prepared by the public works department are fully carried out, Courtenay bay will be one of the model harbors of the whole Atlantic coast, capable of accommodating the biggest ships afloat in a port that is open and accessible all the year round. The Grand Trunk Pacific has purchased 70 acres of land at the head of the bay for use in connection with its terminals, and these will be constructed in time to handle traffic by the time the railway itself has been completed.

### Large Modern Amory

For example, besides the great grain elevator, a large modern amory is being built, and the plans have been completed and the site secured for a new postoffice. A large theater is being erected. A brush and broom factory 400 feet long and four stories high, built of concrete and steel, is nearing completion, and another factory of the same kind, 50 by 100 feet, has been begun. Several large warehouses have been erected, and work will be begun this fall on a garage which will be one of the largest and best equipped in eastern Canada. At Coldbrook, three miles from the city, a large automobile factory is being erected, and a realty and development company has secured 400 acres which they propose to convert into an industrial garden suburb. A plan is being seriously considered for the reclamation of 100 acres from the tide at the extreme south end of the city, by building a sea wall and filling in the area as a site for manufacturing plants. The financial arrangements have all been completed for the erection of a great sugar refinery at this point, and an iron and brass manufacturing company are ready to assemble a large plant in the same neighborhood, if a site is provided. Over at Courtenay bay it is proposed to establish a large steel plant, and the prospects are considered good for a ship-building plant in connection with the development of the Canadian navy. The site for the erection of a \$1,000,000 hotel has been secured, and the cost of the structure has been financed. Every week brings new developments, and an unparalleled activity is manifest in every line of business.

### GENERAL VIEW OF COURTENAY BAY



This picture taken from Mount Pleasant shows Courtenay bay as it looks now

tion of the city is built upon a hilly peninsula which thrusts itself out between the western harbor and the proposed new harbor of Courtenay bay. For example, there are seven streets which terminate on the west at the harbor and on the east at Courtenay bay, running right across the peninsula.

Up to the present time all the sea-borne traffic of the port has been handled in the main harbor, and its extent may be judged from the fact that last winter the exports from St. John to transatlantic ports reached a total value of \$34,000,000. Practically all of this traffic was handled by the Canadian Pacific railway, which has its terminals at West St. John, although the Intercolonial railway has a grain elevator and wharves at the head of the harbor, and is handling every year an increasing export business.

### Reasons for Development

The development of a new harbor at Courtenay bay was made necessary by the fact that the Grand Trunk Pacific, the new Canadian transcontinental railway, was reaching down to St. John as its Atlantic port. There was also the certainty that within a few years the Canadian Northern, a third transcontinental, would be bringing traffic to the port. It was necessary to provide ter-

great activity in construction work which now prevails.

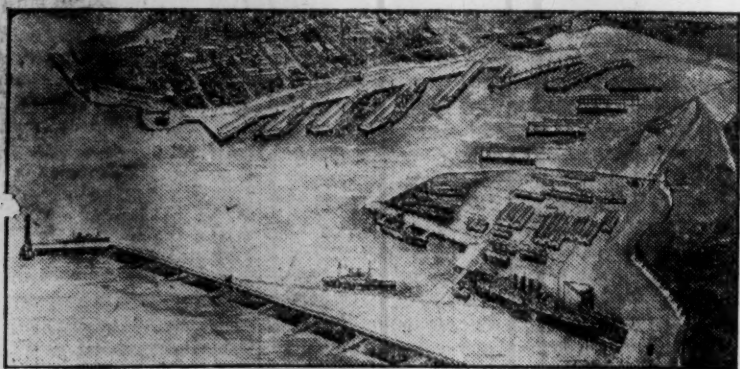
The heaviest work is being done in the eastern and western harbors. On the shores of the former the contractors have assembled the heaviest construction plant ever seen in these provinces, and are rushing work night and day. They have also organized a dredging company, which has brought two dredges and equipment from Providence, R. I., is bringing two more from England and has absorbed another dredging company whose plant was located at Ogdensburg, N. Y. As there are already five dredges and a big stone lifter at work in the western harbor and channel, it is clear that when the Courtenay bay fleet is added there will be at work at St. John by far the biggest dredging fleet ever assembled at a Canadian port.

### Work at West St. John

At West St. John the dominion government is constructing several additional steamship berths, and the Canadian Pacific railway has just begun the erection of an additional grain elevator with a capacity of 1,000,000 bushels. This structure is being built of concrete and steel.

As a result of the work now being done in the two harbors, and the coming of the Grand Trunk Pacific and Canadian

### ENGINEER'S PLAN OF COURTENAY BAY



As St. John's harbor will look when completed, showing breakwater, drydock and wharves

minals for these railways, and for that purpose the government had a careful investigation made of Courtenay bay, and discovered that it could be dredged without difficulty, though at large expense, and it was decided to go ahead with the project. The work involved the construction of a long breakwater, and it was also decided to construct a great drydock. An English construction firm secured a contract involving nearly \$12,000,000. This amount, however, will only do the dredging, construct the breakwater and drydock and two or three

Northern railways St. John must, within a few years, become a great summer port as well as a great winter port; for it will be able to accommodate steamers which are of too deep a draught to go up the river St. Lawrence to Montreal. A railway is being constructed down the St. John valley from Grand Falls to St. John, and will be another feeder for the trade of the port.

One of the results of the changed conditions has been an activity in real estate in the city and outskirts entirely without parallel in its history. Values

## RUSH WORK ON NEW LINE THROUGH CANADA TO THE PACIFIC COAST

The Grand Trunk Pacific and the Canadian Northern transcontinental systems, which are building grades and laying steel to the Pacific coast, are performing great engineering feats.

Four thousand laborers are timbering, tunneling, grading and preparing for the rails on the first named line. In addition 40 steam shovels, two river boats and hundreds of horses, dumpcarts, scrapers, cranes, track laying machines and all sorts of tackle are employed on the last leg of the ocean-to-ocean road. Engineers are confident that the golden spike will be driven about 12 months hence, midway between Edmonton and the coast, but the contractors, who have charge of the actual work, say the job cannot be completed earlier than the fall of 1914, and possibly not before the middle of 1915.

Graders are entering the most difficult part of the task, the final stretch of 210 miles, all of which is along steep side hills, composed of slippery mica clay.

The nature of the ground between the rail head and Ft. George presents numerous problems in engineering. The mica clay slides easily; in fact, in scores of instances it has been necessary to dig out the same places two or three times. With a mountain of this jelly-like mixture needing only a light rainfall to start it shifting the Grand Trunk Pacific has a problem in railroading not encountered elsewhere in the western country. Between Pocatontos and Tete Juan Cache, the mountains rise to heights of from 6000 to 10,000 feet. The highest peak is Mt. Robson, 13,700 feet from base to apex.

**INVENTS FLOATING WHARF**  
For use on rivers subject to great tidal changes an Alabama engineer has invented a floating wharf which runs up and down upon a solid incline laid with rails.

### U. S. STILL LEADS IN COAL PRODUCTION

The United States has held first place among the coal producing countries of the world since 1899, when this country supplanted Great Britain. In 1911 the total world's production of coal amounted to approximately 1,302,500,000 short tons, of which the United States contributed 496,221,168 tons, or 38.1 per cent, according to the United States geological survey. In the 12 years from 1899 to 1911 the production of the United States has increased over 250 per cent; from 1899 to 1911 Great Britain has increased its output about 50 per cent, from 198,146,731 to 304,521,195 tons. The United States in 1911 produced almost 500,000,000 tons, or 63 per cent more than Great Britain in 1911; Germany's production of coal and lignite in 1899 was 93,640,500 short tons; in 1911 it was 258,223,763 tons, an increase of over 175 per cent. The combined production of Great Britain and Germany in 1911 was 562,744,958 tons, which exceeded the output of the United States by only 66,500,000 tons, or 13.2 per cent. Those three countries—United States, Great Britain and Germany—produce more than 80 per cent of the world's total supply of coal.

### MINERALS AROUND ALONG NEW ROAD

VANCOUVER, B. C.—R. G. McConnell of the Dominion geological survey returned recently from a two months' stay in the northern part of the province. He stated that he was making only a general survey of the district along the line of the Grand Trunk Pacific railway in order to prepare a report which will be available for members of the international congress of geologists, which will meet in Toronto next August.

Mr. McConnell said he saw indications of silver, lead and other minerals up there. He also visited Surf Inlet and stated that gold was being developed there in satisfactory quantities.

**GOLD OUTPUT IN YUKON GROWS**  
DAWSON, Y. T.—The yield of the Klondike gold places mined for 1912 was \$5,000,000, an increase of \$1,000,000 over 1911. The increase was due to the employment of more dredgers. The upper Yukon has produced to date a total of \$169,000,000 in placer gold.

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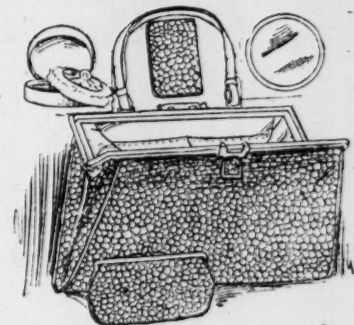
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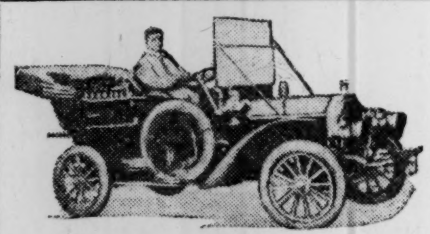
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FARGO, N. D.—The rapid growth in the population of our country, the trend of the population from agriculture to other forms of industry with the accompanying phenomena of tenancy, decreased production per capita of agricultural products, rapidly increasing prices and in many instances de-

creased yield per acre, have aroused a nation-wide interest in the farm. This interest has been chiefly marked by the activity of business interests that closely depended upon the farm for their future prosperity. The importance of farm and proper farming methods became so apparent that all industries prepared to assist in such constructive movements as promised the betterment of farm conditions.

## Organization

A. R. Rogers of Minneapolis, a business man heavily interested in North Dakota, realized the possibilities of more direct means of assisting the farmer in his farm problems and called a few of his business associates in Minneapolis and North Dakota together and asked if they would be willing to assist in financing a movement in North Dakota. The matter was considered from the standpoint of future business in the state and the effect of increased farm prosperity on their business, with the result that over \$100,000 was raised for a period of three years, and the Better Farming Association incorporated with the object of carrying agricultural information direct to the farmer in a way that he could assimilate.

North Dakota bankers and business men under the leadership of Mr. E. J. Weiser of Fargo, who was elected president of the Better Farming Association, saw the possibilities of the movement and its possible effect upon the agriculture of the state. They assumed the raising of an equal sum of money in counties in which work was to be carried on and assisted in a vigorous campaign to secure the cooperation of these counties and the aid of the farmer. As finally developed the county was adopted as the unit in which to start work. One half the cost of the work in each county was paid for by the county either by public subscription or by the local Better Farming Association, by commercial clubs, or in one instance by an individual.

The expense of the work per county amounts to from \$3000 to \$5000 annually, depending upon the area of the county. The county pays one half, the state association the other half and all work is centralized under the direction of the state association.

## Plan of Work

The purpose of the association is educational, but it requires that present information be placed before the people, so they can use it. This involved new methods of carrying information to the producer. Sufficient work had been carried out by the experiment stations or colleges in Minnesota, on their demonstration farms; in Wisconsin, in their Seed Growers Association, and in Ontario, with their County Agriculturists, to offer encouragement for the organization of even more extensive work in North Dakota.

An agricultural director was hired to direct, plan and develop the work in the state. This man was expected to hire such additional agriculturists as might be required to assist in developing work in the counties which cooperated. Each county represented a separate unit of work, and one, or generally two, agricultural experts were placed in the counties in which work was developed.

It was recognized that the agricultural necessities of the state grouped themselves under four natural divisions, and plans were developed to meet them as rapidly as possible. They are as follows: first, the farm home; second, the maintenance of the fertility of the soil which naturally leads to the development of crop rotations and a greater use of livestock; third, the introduction of new economic crops to aid in the development of the state; fourth, a better organization of the farm along business lines. The many minor farm problems naturally group themselves in one or the other of these classes. It was decided in starting this work to first attack the problem upon which much of the work would depend, namely, that of the maintenance of the fertility of the soil. This is, to a large degree, the keynote of the whole situation in that on it depends the profitability of the farm.

## Concrete Examples

In placing men in the counties it was necessary to demonstrate to the people that they could meet the conditions under which the farmers were operating and through the methods which they advocated, would be enabled to increase the productivity of the farm or to better its conditions.

Therefore, the first necessity was the establishment of demonstrational work which would give farmers in general confidence in the statements made by these agriculturists and would enable them



E. J. WEISER  
President Better Farming Association



A. R. ROGERS  
Financier, Better Farming Association

to point out the possibilities in the immediate neighborhood. Demonstration plots were planned to show definitely the results of certain rotation, tillage and seeding methods.

These demonstrations were cooperative in that the farmer gave the use of his land and his time, following the recommendations of the agriculturist as to how the work should be carried out, the crops produced belonging to the farmer. Plots were selected varying from 20 to 100 acres in size. Rotations were started on them which fitted in with the farm conditions that prevailed in that vicinity.

The second form of demonstration was that of the demonstration fields. These fields varied from one half up to 10 acres or more in size, and were for the purpose of demonstrating the method of growing some new economic crop. Under this form of demonstration, the alfalfa production was extensively developed throughout the state.

Farmers were encouraged to sow a small acreage of alfalfa, they were aided in selecting the proper land on their farm and were directed as to the tillage and seeding methods required in its production. Other crops, such as the development of special and local varieties of corn, pedigreed varieties of the small grains and in parts of the state, winter wheat and winter rye were started on these fields.

The third form of demonstration was that of livestock. Farmers who had been unsuccessful in the care of livestock or who wished to become more successful were asked to cooperate in this work. The agriculturist took charge of the herd, the farmer promised to care for, feed and develop the herd according to instructions given him.

This applied not only to dairy herds but to beef cattle, sheep and hogs. The object was to show that livestock can be profitably produced under the farm conditions that prevail in the state and is an essential part in the movement for any better methods of agriculture.

The demonstration work as carried out is chiefly for the purpose of showing how modern expert agricultural knowledge can be applied to the farm and obtaining the necessary confidence on the part of the farmers. The object of demonstration work, however, is through demonstration to convince people generally of the value of technical knowledge on the farm and to secure their confidence to such an extent that they will call on the resident agriculturists to assist them in solving the problems that they meet with on their own farms.

## Value of Work

It is in this way that the work becomes of the utmost value to the people of the state or of the community. Men are encouraged to produce better classes of livestock or better livestock products that will bring them a greater money return at possibly less cost. Farms will be operated as a whole under systems of rotation which will enable the farmer to grow maximum crops on a very much decreased acreage, while new crops will be introduced and generally grown that will assist in the increased production of the farm or that will offer an opportunity for increased returns from the farm. As the farm advisor or as he has been called in many instances, the itinerant agriculturist, a technically trained agricultural man becomes of the greatest value to the community. He is enabled to affect not only a few men, but through the confidence the people have in him affects the agriculture of a comparatively large area.

## Success of Movement

It is now recognized that this has been one of the most significant movements in agriculture that have ever taken place and that in North Dakota it has been shown how the work of the experiment stations and the United States government can be more closely related and taken to the people who can make use of it.

With the close of the season's work, it has been practically demonstrated that where well equipped men are employed,

the farmers will soon make use of them. During the past year approximately 1300 farmers have actually cooperated in some special line of work with the men employed by the association. They have operated approximately 17,000 acres of land under special agricultural supervision. In addition a much larger number have called for specific assistance.

Last winter a campaign was carried on for the use of better seed. This resulted in a wider interest than had ever heretofore been exhibited in the planting of good seed grain. Throughout the counties in which men were employed they traveled from farm to farm, talking to the farmers of the necessity of careful selection of seed grain and if necessary, showing them how to select and obtain the best grain that they had in the bin. The result has been reflected on many farms in increased yields. This fall a special attempt was made to interest the farmers of the state in the selection and curing of seed corn for next year, with the result that the representatives of this association have personally aided in the selection or directed the selection of something over 10,000 bushels of seed corn.

## Men Employed

At the present time 20 men are employed in the work of the association and are located in 11 different counties and working in 14. The counties in which work is being carried on are as follows: Grand Forks, Ransom, Barnes, Stutsman, Eddy, Wells, Ward, Bottineau, Cavalier, part of Towner, Bowman, Adams, part of Billings and Hettinger.

The men used in work of this kind are technically trained agriculturists who have had a considerable amount of practical farm training and who are selected for their ability and tact in demonstrating to the people better forms of agriculture. Each man is assigned to a district of approximately 700 square miles, which has been found is about all that one man can cover to good advantage.

After the crop season is closed the work of the agriculturist consists of special farmers' meetings held in the farmers' homes and school-houses; the organization of farmers clubs for the purpose of bettering social conditions and getting the farmers to consider their own problems, and finally, the establishment of farmers schools. These schools will be held in districts where from 15 to 20 farmers can be gathered together for a two or three day meeting, special instruction to be given in agriculture for that particular township or locality.

Taking it all in all this movement represents a signal achievement along agricultural lines in North Dakota and places the state and its interests well to the fore in progressive agriculture.



THOMAS COOPER  
Secretary Better Farming Association

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## QUEBEC FORESTS HELP INDUSTRIAL GROWTH

Value of Lumber, Pulp and Paper Manufactured in Dominion Last Year \$125,000,000

### INCREASED EXPORTS

MONTREAL, Que.—During recent years the forests of the Dominion have been playing an increasingly important part in the industrial development of the country. Last year the value of the lumber, pulp and paper manufactured in the Dominion totaled \$125,000,000. In the Province of Quebec there were incorporated last year no less than 19 pulp, paper and lumber companies with a total capitalization of \$41,709,000. To have a score of new companies with an average capitalization of over \$2,000,000 incorporated in a single year and in a single province is a very good indication of the confidence placed by investors in the future value of the forests.

Owing to the nearness of the Canadian forests and to the fact that their own

the United States are kept running on Canadian pulp wood. Thus the Americans get the work, the wages, the dividends and the home market created by the manufacture of raw Canadian pulp wood into paper.

### Pulp Wood

There is, however, a noticeable change in so far as the province of Quebec is concerned. Ever since the edict of Sir Lomer Gouin was issued prohibiting the exportation of pulp wood cut on crown lands in this province the pulp and paper industries have been having what is very much akin to a boom. This proclamation went into force Sept. 1, 1910, after a year's grace was given dealers to enable them to lay in necessary supplies. As about three quarters of the pulpwood found in the province is on crown lands it meant that the quantity in the hands of private owners was too small to supply the needs of the American paper mills, which annually import in the neighborhood of 800,000 cords of pulpwood from this province. As the supply of pulpwood in the United States is becoming a vanishing quantity American pulp and paper mills found it neces-

are being formed, mills are being built, and those already in operation are being enlarged and improved.

Quebec possesses many advantages as a pulp and paper making center. In addition to having the largest spruce forests on the continent the province possesses an abundant supply of water power and an adequate supply of good laborers. Recent investigations made by the United States congressional committee on pulp wood showed that the cost of manufacturing paper in Canada was \$5.35 per ton less than in the United States. This difference is attributed to the nearness of the Canadian mills to their raw material, to excellent water power, to the abundance of cheap labor, and to the fact that the Canadian mills for the most part are equipped with more modern and better machinery.

The fact that paper can be produced cheaper in Canada than the United States is also a big factor in inducing American mill men to move to this side of the line. Whatever the reason, or combination of reasons, there is no doubt but that the pulp and paper industries in this province are prospering. The province possesses 28 pulp and paper mills, or about 55 per cent of those in operation

in the whole Dominion. These mills consume 58 per cent of the total pulp wood consumed in the country and last year showed an increase of 14 per cent in the consumption over the figures of 1910. The price per cord of pulp wood increased 97 cents last year over the figures for the previous year and this commodity is now selling in the neighborhood of \$6.50 per cord. This is an indication of the growing scarcity of the raw pulp wood.

In 1910 the province exported to the United States 779,000 cords of pulp wood valued at slightly over \$5,000,000. Last year the amount exported was reduced to 636,000 cords valued at \$4,000,000. In other words, as a result of Sir Lomer Gouin's legislation the export of raw pulp wood decreased by 18 per cent, while the domestic consumption increased by over 14 per cent. Putting it in another way, this province is manufacturing more of its raw pulp wood into paper, the finished product. As a cord of wood makes approximately a ton of paper, it is obviously to the advantage of the province to manufacture as much of it at home as possible. A cord of pulp wood exported as such leaves \$6.50 to \$7 in the province. Manufactured into paper it leaves from \$40 to \$42. Had the province manufactured the 636,000 cords which it exported last year it would have maintained 45 pulp mills of the average size now operating instead of 28. The daily output of pulp wood in the province is 2,850,000 pounds, and of paper 1,400,000 pounds.

Big Daily Output

in the whole Dominion. These mills consume 58 per cent of the total pulp wood consumed in the country and last year showed an increase of 14 per cent in the consumption over the figures of 1910.

### TYPICAL PAPER MILL AT GRAND MERE, QUEBEC



In the province of Quebec there were incorporated last year no less than nineteen pulp, paper and lumber companies with a total capitalization of \$41,709,000

are becoming exhausted, American pulp, paper, and lumber men are turning their attention more and more in the direction of Canada. Last year in the neighborhood of \$13,000,000 worth of pulp and paper was exported by Canada to the United States, an increase of over 30 per cent over the figures for the previous year. So dependent are the mills in the United States upon the Canadian supply of pulp wood that 55 per cent of all the pulp wood cut in Canada is exported in its raw state. New York state alone gets 47 per cent of the pulp wood which she uses from the Province of Quebec, while 63 out of the 272 paper mills in

sary to move their mills to this side of the line and manufacture woodpulp and paper in this province. As a result of this legislation there has been during the past two years a tremendous stimulus given to the pulp and paper industry. Scores of leading American pulp and paper manufacturers have come into the province and either established mills or purchased limits which they will use later on when their home resources are exhausted. In addition to the American mills and American capital, British and foreign capital has sought investment in pulp and paper propositions. The consequence is that many new companies

are becoming exhausted, American pulp, paper, and lumber men are turning their attention more and more in the direction of Canada. Last year in the neighborhood of \$13,000,000 worth of pulp and paper was exported by Canada to the United States, an increase of over 30 per cent over the figures for the previous year. So dependent are the mills in the United States upon the Canadian supply of pulp wood that 55 per cent of all the pulp wood cut in Canada is exported in its raw state. New York state alone gets 47 per cent of the pulp wood which she uses from the Province of Quebec, while 63 out of the 272 paper mills in

### HISTORY OF PEEL CASTLE

Ancient fortress on Isle of Man Once Used as Place of Exile and Ecclesiastical Prison

(Special to the Monitor)

The stately rocks of St. Patrick's Isle rise from 50 to 100 feet to the castle wall, which surrounds an area of four acres, a footpath, and here and there a strip of sward outside. This immense embattled curtain about 30 feet high, dates from the time of Thomas II., Earl of Derby 1504-22, and probably replaced an earth rampart. The isle is highest on the south fronting the hill, lowest at the northeast where a projecting sally-port, tower and circular redoubt overlook the modern breakwater protecting the bay. Bastions and small towers occur round the ramparts: on the north side is the moar's tower, where Captain Christian was imprisoned. The moar was the lord's receiver. In 1510 there were two, of Peel and Rushen respectively, each in charge of three shealds. A northwest tower with lower chamber and tortuous postern exit, is Fenella tower, associated with Scott's "Peveril of the Peak." The circuit wall is of gray and green Silurian slate, quarried from the cliffs, but the more ancient parts of the castle, the cathedral, St. Patrick's church, and round tower are of red sandstone from Creg Malin. The castle proper, on the southeast overlooking the town and harbor, of Scottish work does not appear older than thirteenth century, and was probably built or enlarged after 1275 by Bishop Mark. To the basement guardroom belongs the story of the Manuthe Dhoo, or Black Dog, a jeu d'esprit of Waldron, who wrote a hyperbolic account of the island (1726).

In the center of the isle is a pyramid mound, the earth being taken from around it to form a deep fosse, its purpose and age obscure. St. Patrick's church, roofless, with bell gable fallen by its western door, its east end a less ancient extension, with no north window, and with string course of herringbone work round the interior, dates from about the ninth or tenth century. Till 1715 it was the parish church of Kirk Patrick. Opposite its west door on the highest point of the isle is an Irish round tower, its lower part only being ancient (the upper part rebuilt in cyl-

indrical form, with a crown resting on projecting corbels) probably of tenth century.

The glory of St. Patrick's isle is the cathedral church of St. German. The choir, transition with Normanque characteristics, was built about 1195 in the time of Reginald I., whose sister, Hilda, wife of John de Courcy, Lord of Down, was a patroness of the Cistercian order, and founded two abbeys in Down. This church is manifestly the work of the same builders. The lower walls of very early work, probably belonged to a still older church. Bishop Symon (1229-1247) built the tower, transepts, and nave, the character of the work suggesting Iona as a model, Symon having been abbot of Iona. The buildings north of the cathedral, called the bishop's palace, in arrangement and design closely resembling those at Iona, also point to Symon as their founder. The chief incidents in the history of Peel castle are the landing of Magnus Barefoot, 1098; its use as a state place of exile, notably of Thomas, Earl of Warwick (1397-1399); its seizure by the native militia in the rising of 1651 and its use as an ecclesiastical prison.

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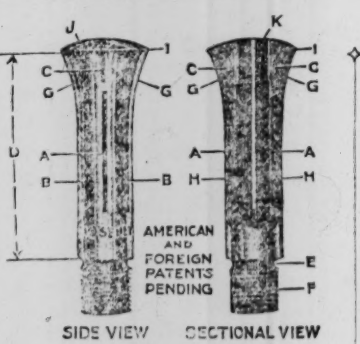
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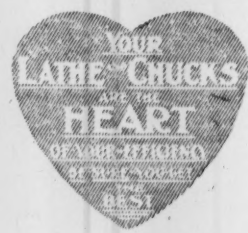
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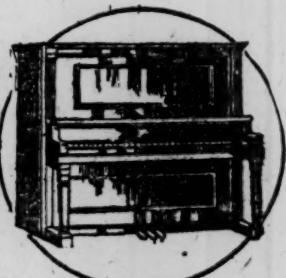
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WINNIPEG CARRYING ON CAMPAIGN  
AGAINST THE HIGH COST OF LIVING

"Million for Manitoba League's" Vigorous Investigation Into Subject Resulted in Sample Markets

## VENTURE A SUCCESS

WINNIPEG, Can.—With but one exception it costs more to live in Winnipeg than any other city on the American continent. This may seem a rather strong statement to make but it is a fact that the man of average wage earning ability has a serious time to make his income provide the simple necessities for his family.

The result is the much discussed high cost of living is a very real issue in the civic growth and improvement of this budding Canadian Chicago. The opportunities for employment and the innumerable openings for business advancement Winnipeg offers have been considerably over balanced and hampered by the excessive charges for food and shelter.

It has taken some time to arouse public interest beyond the complaining and long suffering stage into active rebellion against the prevailing market prices and conditions. Not until the Million for Manitoba League, an organization formed by some of the most prominent business men of the province to encourage substantial growth and development, grasped the situation and instituted a

the buying public had the effect of arousing both the gardeners and housewives to concerted action.

An open meeting was held by the league to discuss plans for reducing food prices and the plan to hold a sample market as a trial was proposed. This market was for the purpose of enabling the producer to sell direct to the consumer at a properly balanced ratio of prices.

Almost every woman's club or society in the city took an active interest in this work once the scheme was fairly launched, each member pledging herself to support it. A woman's auxiliary to the league market committee was formed, which had as its purpose the canvassing of housewives to arouse further interest in the undertaking and so insure enough customers for the farmers who were asked to set up stalls in this experimental market to make the venture pay them for their trouble. Really, one would have thought it were some charity bazaar instead of an attempt to more evenly fit the living expense to the salary envelope.

## Sample Market Test

On the first day of the market, almost before the gardeners had gotten their stalls ready for the opening of the doors, a line of housewives of all classes and conditions had begun to form outside the new convention hall where the market was held.

Over the arm of each was hung a basket or string bag while some lacking

tion. Sanford Evans, and the committee in charge.

Another sample market was held this month and every farmer, dairyman, poultry and stock raiser in the province of Manitoba was invited to participate.

## Central Market Plan

The success of the first market has so thoroughly enthused the members of the league and the public in general that it is quite probable steps will be taken at once to procure an appropriation for the building of a central market large enough to keep pace with Winnipeg's rapid growth.

Both the civic council and the provincial department of agriculture are heartily in sympathy with this movement as the discouraging effects on permanent citizenship of present food prices and the unwarranted attitude of the middleman is every year more apparent.

The absurdity of spending thousands of dollars to carry on a publicity campaign among English, Danish and Hollandish agriculturists, in an endeavor to procure them to settle Manitoba's increased area with nothing better to offer them than a monopolized market when they take up their land in the new country, has finally been realized by every developing force in the province, with the result that business men, farmers and housewives are cooperating in this effort to bring plenty of fresh nourishing food within the reach of all.

This safeguarding the interests of both the city and rural homes is the firmest foundation on which to build Winnipeg's industrial interests and her future skyscrapers.

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The railway terminal is the gateway of the modern city. No walls now make the people enter and depart through certain portals, says Samuel O. Dunn in Scribner's Magazine. But the compulsion of modern conditions of living and transportation is as effective as was that of ancient walls. Constantly there come and go through some gateway terminals armies of peace exceeding in a day most of the great armies of war, equaling in a week the inhabitants of great metropolises, rivaling in a year the population of great nations. No other structures serve the convenience of such numbers. Rising to the needs of these multitudes, the engineers and architects of American railways are dotting the country with terminals surpassing in size, in cost, in the comforts they afford, in monumental beauty, any others in the world.

Viewed casually these great gateways may seem to mean no more than other large structures. Considered with penetrating and reflecting eye, they are seen to be the resultants, the steel and stone personifications, of some of the most characteristic and important tendencies and conditions of our country and time.

They bespeak the increasing of engineering skill. They express the progress of architectural taste. Their size and capacity reflect the wonderful growth of great cities and of travel. The evidence of their manifold conveniences mirrors the same luxury, and even extravagance, which caused an advance of 1200 per cent in eight years in the American demand for motor cars. They declare the rise of civic spirit. They tell of the increase of influence of the opinion of the public over the great quasi-public corporations that serve the public; for it is as much in response to the demands of public sentiment as of business that splendid structures such as those of the Pennsylvania railroad and the New York Central in New York city, and the Chicago & Northwestern in Chicago, and the Union terminals at Washington and Kansas City, have risen, or are rising, and that many other stations, smaller but equally adapted to the needs of their communities, have been recently or are being built.

\$64,000,000 EXPORTS  
FROM PUGET SOUND

The northern Pacific coast is greatly satisfied at new custom house records showing that half or a little more of the entire exports of the coast find their way to foreign markets through Puget sound says the Indianapolis News. But aside from such rivalries the increases in business is in itself highly satisfactory. The total value of the exports from the sound during the fiscal year ending June 30 was about \$64,000,000, as compared with \$30,000,000 in 1911 and \$23,000,000 in 1910. Till now the banner year has been 1906, with \$39,000,000, but 1912 surpasses this by \$15,000,000. The greatest increase was in raw cotton, which was exported to the value of \$12,000,000, as against \$5,000,000 last year. There was a gain in flour also, while wheat showed a falling off. The increase of exports to Alaska was specially notable.

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## SAMPLE MARKET, WINNIPEG, CAN.



Started recently in effort to reduce cost of foodstuffs by producers selling direct to consumers

thorough investigation of the available supply of foodstuffs and its relation to the demand was there any hope of reducing the ever increasing housekeeping expenses or ever getting a portion of the worth of the money one was obliged to pay out.

The investigation made by the league revealed the fact that the exorbitant prices asked for garden produce were not brought about by the scarcity of home-grown vegetables, as the vicinity around Winnipeg can boast some of the finest market gardens to be found anywhere in Canada, nor yet was it the result of the unreasonable demands of the producer. Vegetables were found to be sold by the gardeners to the produce men at a ridiculously low rate, not because the farmers delight in giving their truck away, but because the middleman would not pay any more. Sweet corn brought from the producer at 5 cents a dozen was sold off the green grocer's counter at 40 cents a dozen.

## Concerted Action

The uncovering of such injustice to the farmer who had been encouraged to grow food for the home market and to

these marketing conveniences were forced to carry satchels and dress suit cases.

Even women of wealth, who do not as a rule concern themselves with the market price of potatoes and cabbages, patronized the sample market and were glad to be able to fill their electric coupes and motor cars with really fresh vegetables instead of the withered truck that is usually offered the Winnipeg public.

The market presented a scene not unlike that of the farmers' markets of Belgium and France where for a few centimes one can buy the most delicious vegetables, dairy and poultry produce. Each gardener was allotted a stall in which to display his wares and the gardeners from each district grouped together in separate sections.

The appetizing display was way beyond the expectations of both the Million for Manitoba League and the eager housewives. By noon of the opening day the sample market had scored an unprecedented success, and the urgent need of establishing a permanent market along similar lines was keenly appreciated by the president of the league,

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## CANADA TO SOLVE TRANSPORTATION PROBLEM BY BIG CANALS IN ONTARIO

TORONTO, Ont.—How shall the future harvests of the Canadian northwest find their way to the world's markets? Part will no doubt go westward by rail to the Pacific and thence by water through the Panama canal. Some will go by the new Hudson Bay railway and thence through that great inland sea and the Davis straits to Europe. Always provided that route shall prove practicable both from a navigator's and a commercial standpoint. But the much greater part of the produce of those wondrous grain fields must come eastward by rail and by rail and water. Canada has one great transcontinental railway and two more approaching completion, but these will be unable to handle the traffic and much will have to be water-borne from the head of the great lakes to the seaboard.

### All-Canadian Route

How best to provide for the transportation needs of the future—how best to effectually enlarge the spout of the hoppers—is one of the greatest practical questions with which Canadians are confronted. They realize, at any rate the clear-sighted among the public men do, that unless the Dominion's commercial independence is to be placed in grave peril, there must be an all-Canadian route capable of transporting the products of every port of their country to every other port, and capable, too, independent of foreign control, of taking the surplus products to the world's markets. To the finding of the solution of this problem Canadians are setting themselves with characteristic energy and commendable courage.

Canadians realize that in the improved Erie canal system they will have a formidable competitor for the carrying trade of the West and Northwest. To be sure it will at best be but a barge canal, with a limit decreed by nature of 12 feet depth. But it will be far and away the best and most efficient barge canal in the world. Canadians are fully awake to the fact that, when completed, the new Erie will be able to transport grain to the seaboard several cents per bushel more cheaply than their present Welland-St. Lawrence system, and also that the advantages which the American route can now offer, and probably will continue to be able to offer, in the way of insurance and ocean freight charges, is another serious handicap to the Canadian route.

### Two Plans in View

Two plans have been proposed: One to connect a ship canal from the Georgian bay by way of the French river, Lake

Nipissing and the Ottawa river to Montreal. It is claimed for this route that it will be 282 miles shorter and from 24 to 36 hours faster than the existing Welland-St. Lawrence route, and 424 miles shorter than the Erie. These claims appear to be borne out by the map, but canals are not built on maps and other things besides geographical miles must be considered before they are decided upon.

The question of obtaining profitable return cargoes is an important one, and as vessels using the Georgian bay route could not obtain these at Montreal and would have to return empty to Lake Erie ports to obtain them, the proposed canal, instead of being shorter than the Welland-St. Lawrence route, as claimed, is, commercially, quite 1300 miles longer. Then practical men say that instead of the time it would take to construct it being 10 years as its advocates claim and the cost \$100,000,000 these figures would have to be considerably more than doubled. Besides this no practical vessel man with experience of lake and canal navigation has yet been found to say that the canal could be made either practicable or even reasonably safe. Most of it would be canalized river, a most hazardous kind of navigation and one that spells high and almost prohibitive insurance rates. The Georgian Bay-Ottawa route therefore may be set aside as impracticable.

Before he left office Sir Wilfrid Laurier, while speaking in rosy terms of a possible Georgian bay canal, said that the deepening and improving of the Welland-St. Lawrence systems was the work of first importance. The present Borden government, too, has made this their policy. At the last session of Parliament a sum was placed in the estimates sufficient to cover the cost of the preliminary work.

### Three Years Work

As now decided upon the work will for the present consist of the improvement of the Welland canal. It will follow the route of the present canal from Port Colborne on Lake Erie to Thorold at the head of the escarpment, but it will then diverge from the present work and be carried straight to Lake Ontario, shortening the distance by several miles and reducing the number of locks from 25 to 6. The locks, which will be large enough to accommodate the largest vessels that now navigate or are likely to navigate the lakes, will be 30 feet deep in the sills, thus providing for the passage of vessels drawing 30 feet of water. For the present, however, the canal between the lakes will only be deepened to 25 feet, future deepening

being practical as the needs of navigation shall require without interfering with the use of the canal.

As yet no time has been set for the completion of the work, though it is expected that it can be finished within three years, while in the meantime the use of the canal will not be interfered with. The cost of the improvement of the Welland may reach or perhaps exceed \$50,000,000, but when completed it will be capable of handling Canada's fair share of the shipping of the great lakes, seeking its way to the seaboard. Some idea of the magnitude of this trade may be formed when it is said that the number of vessels passing through the Sault Ste Marie canals (American and Canadian) is more than three times as great as the number using the Suez, while the tonnage is fully twice as much as the total tonnage entered and cleared at the ports of London and Liverpool combined. All of this will not come to the Welland, nor yet to the Erie, but when the possibilities of the Canadian Northwest shall be developed there will be plenty for both, if indeed another Welland canal will not be needed.

### St. Lawrence Canals

Though the improvement of the St. Lawrence canals is not contemplated for the present, that, too, is a part of the ultimate plan of the Borden government. The cost will be great, passing the \$1,000,000 mark, but Canadians have developed a profound faith in their future and will not shrink from any expenditure that future may demand and which may be necessary to ensure the complete commercial autonomy and independence of their country. No plans for the improved St. Lawrence route are as yet worked out, but it is believed that instead of canals a system of ponds connected by six or seven locks, and allowing of the speedy passage of the largest lake vessels, will be found practicable. There are those who dream of a day when regular ocean-going vessels will pass up Canada's canal system and the Great Lakes and, loading with grain at Thunder bay, return to Liverpool without breaking bulk; but this is likely to remain a dream since vessels suited to lake navigation could not live on the Atlantic, while ships designed for ocean navigation could not successfully engage in the grain trade. Dreams aside, the improvement of the Welland canal and ultimately of the whole Welland-St. Lawrence system is a work which Canada's statesmen recognize as a political necessity and which her hard-headed men of commerce approve as a sound business proposition.

## UTAH'S PUBLIC SCHOOL SYSTEM

By J. T. Kingsbury, president University of Utah

SALT LAKE CITY—The public school system of Utah consists of kindergartens, primary and secondary schools, the Agricultural College, the Branch Normal school and the University of Utah.

From the earliest pioneer time the people of Utah have shown great interest in education. The pioneers entered the valley of the Great Salt Lake in 1847. In 1850, three years later, they established by law the state university, named at that time the University of Deseret, and since changed to the name of the University of Utah. From the time the university was established up to the present the public educational work of the state has gradually grown better and has increased in popularity.

Free public schools were maintained here and there in Utah in the early days, but they were not general throughout the state until more recently. In 1890 a law was enacted by the Legislature providing for a free public school system and for its maintenance by the state. The impetus was thus given to public school affairs, and since that time much has been accomplished in education in Utah. Throughout the whole state the people generally have been ardent advocates of education; and as soon as they fully understood the significance of a state system of instruction they unstintingly supported the free public schools.

Of all the revenue of the state obtained through general taxation, about 63 per cent is expended for the maintenance of the public system of education. Three mills on every dollar of the assessed valuation of the state are appropriated for the maintenance of the primary schools. One half a mill on every dollar of the assessed valuation of the state is appropriated for the partial maintenance of the secondary, or high schools, and one mill and twenty-six hundredths of every dollar of the assessed valuation for the partial maintenance of the state university, the branch normal and the agricultural college. Besides this state appropriation for the public high schools, considerable money for these schools is raised by local taxation. Including the funds raised for the public schools by local taxation, at least 70 per cent, if not more, of all the taxes raised for public purposes goes for the support of the public schools of the state, including the state university, the branch normal and the agricultural college.

It was in 1911 when the Legislature passed an act giving one mill on every dollar of the assessed valuation of the state towards the maintenance of public

high schools. Although before that time the people had become greatly interested in the establishment of public high schools throughout the state, the state aid granted by the Legislature added wonderfully to the high school spirit, so that now Utah is in a good way of largely increasing the number of public high schools and of making very material and important additions to the facilities for high school education.

The advancement thus made in the public high schools has given a renewed impetus to higher education and will enable the higher educational institutions of the state to work with more and better prepared students, especially those who come from different and remote parts of the state.

Within the last few years beautiful and modern school houses have been erected in almost every school district. Facilities for industrial instruction in the elementary and high schools have in many places been provided. Not a few well equipped laboratories have been and are being provided for science work, so that the educational work of all the grade and high schools in meeting fairly well the new and up-to-date demands now made upon the schools.

The population of the state in 1910 was 373,351 and the number of boys and girls of school age, between the ages of 6 and 18, for the year 1911-1912 was 111,331. The assessed valuation of the state in 1911 was \$194,364,662. Five and twenty-six hundredths mills on each dollar of the assessed valuation, which amounts to \$1,022,358 go to the maintenance of the public school system. That is, about 70 per cent of all the revenue of the state derived from state taxation, is spent for public instruction.

From observation and reading I feel free to state that Utah is doing standard educational work in all the departments of education which the state has thus far established, that the people in general are wide awake in advancing the interests of education, and are using every effort to give to the youth of this commonwealth all the educational advantages possible.

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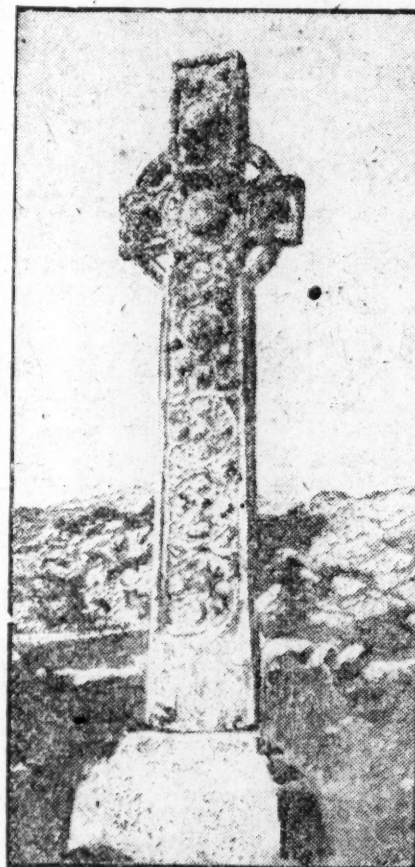
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# THE CHRISTIAN SCIENCE MONITOR

Section Six

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER, 27, 1912

## MONTANA PLANS HIGHWAY TO JOIN YELLOWSTONE AND GLACIER NATIONAL PARKS

Route Between Gardiner, Entrance to Yellowstone, and Glacier, Eastern Entrance to Glacier Park

### SPLENDID SCENERY

Progressive Montanans Desirous of Attracting Tourists and Travelers to Two of Our Greatest Wonders

GREAT FALLS, Mont.—The people of the United States are just beginning to realize that the majority of pleasure traveling and especially that attracted by beautiful scenery and interesting natural wonders should be kept at home rather than let go to Europe and the Orient.

With such an idea in view, the "See America First Movement" has been inaugurated, until today by means of lectures, literature, the moving picture shows and other means the people of the country are acquiring a slight knowledge of what America really possesses.

### Plan Under Way

Not to be outdone by the rest of the country the progressive citizenry of Montana, in order to attract people to two of America's greatest and most beautiful wonders, the Yellowstone national park and the Glacier national park, have started a movement to connect the two by a great inter-park highway, so that tourists having visited one can see the other after taking a most enjoyable trip by motor car. This is a trip that for scenery of the most varied sort is scarcely rivaled anywhere.

A description of this undertaking and all that it means can best be given by the reader's taking an imaginary journey over the route. Leaving Gardiner, the Montana entrance to the Yellowstone, let the reader start in a northerly direction weaving his way among vari-colored volcanic rocks along the canon of the Yellowstone river. Below him runs a rushing mountain stream, to either side rocks and cliffs of every hue and above the clear blue of a Montana sky. A short ride will bring him to Livingston, a prosperous railroad town on the main line of the Northern Pacific railway. Situated directly in the mountains one finds here such attractions as only the mountains afford.

### Beginning of Trip

Leaving Livingston we begin the new part of the journey and can feel that the beginning of a wonderful trip has arrived. The road leads up the Shields river valley flanked on one side by the Bridger mountains and the other the Crazy mountains. In this valley, one of the older, in the state, are found great hay and grain fields.

As we proceed farther on this trip the varied resources of Montana will be unfolded. Rising all the time in this northward journey we cross a saddle in the mountains formed by offshoots of the two ranges that we have been following all the while. Crossing the main line of the Chicago, Milwaukee & Puget Sound railroad, we come to White Sulphur Springs.

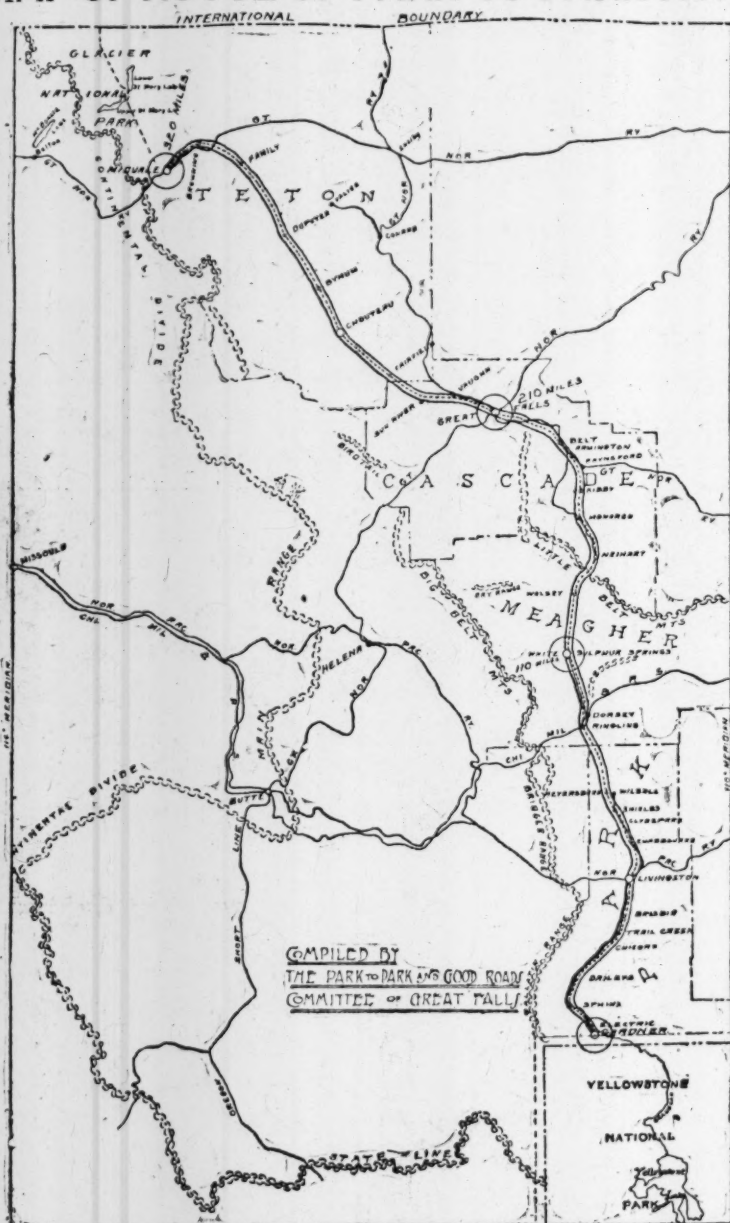
White Sulphur is one of the oldest settlements in Montana. Only very recently has the world at large had access to the springs as no railway accommodations have been hitherto available. These springs lie in the midst of a large rolling country with the Big Belt mountains lying on the horizon. At the springs are excellent hotel accommodations and the traveler can well spend a couple of restful and beneficial days.

### The Big Belts

Leaving White Sulphur and bearing off in a northerly direction the road leads up over the foothills into the Big Belts. Crossing the divide the road leads down into Belt canon. Here is found mountain scenery in abundance. The creek runs along the road while great granite cliffs tower up on either side.

Traveling now almost due north the road leads on to Neihart. Situated as it is, directly in the mountains, Neihart affords all the attractions of a real mining camp. Here are mined silver, lead and zinc in abundance. The scenery about here is so alluring that many people come and camp out every year on the outskirts of the town. From any point in Neihart the traveler can look back over the scene that he has passed through and get an idea of the majesty of it all.

### MAP OF ROUTE OF PARK TO PARK ROAD



The natural wonders, beautiful scenery, fertile fields to be witnessed along the proposed thoroughfare are charming

On his left towers Neihart Baldy. To the southward lies Long Baldy, and just east of the latter lies Yogo Baldy. And beyond Yogo Baldy are located some of the most famous sapphire mines in the world.

### Down the Canon

Continuing the reader's imaginary journey the road leads down the canon to Monarch. Here the granite rocks begin to disappear and a limestone formation takes its place. At Monarch the road leads up out of the canon, as below a road cannot be built. So rising up out of the canon the road leads up on to Kibbey Bench.

Here we are approaching the land of winter wheat, which in past years was where the cattle and sheep men prospered. To the east can be seen the Snowy mountains and the Judith mountains, between which lies the far-famed Judith basin, where the bumper crops of wheat are raised. To the northeast lie the Highwood mountains, and beyond them the Highwood valley. In this valley unexcelled hunting and fishing can be found.

Traveling across the Bench we turn toward the west and meet again Belt creek, and descending to the creek bottom again we come to the town of Belt, where are located valuable coal fields. Near here can be found a stretch of scenery that is absolutely unparalleled. Belt creek through the ages has cut

down into the limestone formation and has made what is known as the Snake Boxes. Here mountain trout abound and can be truly called the fisherman's paradise.

Leaving Belt the road leads directly up on to the bench. Here is a stretch of country that five years ago was considered all but worthless and during the past season by means of expert farming thousands of acres have produced great crops of winter and spring wheat.

### Water Power

Traveling northwest a tall chimney looms up in the distance. This is the tallest smoke stack in the world, being 506 feet in height. It is used to carry off the fumes from the copper smelter of the Anaconda Copper Mining Company at Great Falls.

Great Falls is the second city in size in Montana, having a population of 22,000 people. Besides the smelter Great Falls is the seat of America's second largest waterpower center. Here the Missouri river within a distance of 14 miles plunges through and down a canon 512 feet. Second only to Niagara in available water power Great Falls promises to be the greatest city between the Twin Cities and the Pacific. Here in 1806 Lewis and Clark discovered the Great falls of the Missouri river.

Great Falls in addition to its commercial industries has the reputation of being one of the prettiest cities in the

## CITY MAKES MONEY FROM WATER PLANT

KANSAS CITY—The municipally owned water works system of Carthage, Mo., is making money so fast that the town is paying a premium on bonds which are out against the plant to retire them.

"The plant cost \$220,000. It has been in operation a little more than two years and has paid off \$36,000 of the principal," said C. B. Platt, president of the board of public works of Carthage. This is a much faster rate than the bonds are maturing. The city now has \$15,000 in its treasury to apply toward paying off more bonds, but none of the bondholders will release them.

"In considerably less than 10 years at this rate the system will be entirely paid for. The water rate will then be lowered and the plant will still put several thousand dollars a year into the city treasury to spend on streets and other city improvements. The system is supplied with water from deep wells. The water is remarkably pure."

## INCREASE IN LOW GRADE ORE VALUES

The Engineering and Mining Journal writes as follows about the low-grade ore problem which is ever confronting the mine owner:

Let us consider the progress in the art of extraction of values from low-grade ores during the last 25 years. Excluding the advances that have been purely mechanical developments, such as the art of gold dredging, the improvement of crushing machinery, the increases in the dimensions of furnaces and the like; excluding, moreover, the progress in special arts, such as the manufacture of aluminum and the extraction of brimstone from rock in place; shutting our eyes to the marvelous progress in the art of mining, and confining our view to ore dressing and metal extraction alone, we are inclined to summarize the major developments in the art, those that have been of far-reaching effects, as follows:

Electrolytic copper refining, the cyanide process, pyritic smelting, magnetic separation, the Wilfley table, blast roasting, sliming and cyaniding, concentration by flotation, bag filtration of smelting fume, basic copper converting.

West. About 30 miles of boulevarding have been built on its streets. With a far-seeing vision it has provided sufficient parks for a city treble its size. The Milwaukee railroad is now building into the city and thus will give Great Falls direct transcontinental connections.

### Sun River Valley

Leaving Great Falls the road continues northwest toward the Sun River valley. This is also one of the oldest settled valleys in the state. As early as 1863 freighting outfits running from Ft. Benton to Helena passed through this valley.

Ft. Shaw, six miles up from where the road first strikes the valley, was built in 1867. Twenty-eight or 30 years ago the buffalo roamed here. Today on the irrigated lands on the government projects can be found the varied farm products found on any well-cultivated eastern farm, including all the vegetables and hardy fruits and berries.

Going on from Sun River we come to the great prairie bench land. This land, at first seemingly barren, blooms under the touch of the plow and the irrigator and yields immense crops of wheat, flax, oats and hay.

Still continuing northwest through extensive wheat fields and across the Blackfoot Indian reservation passing streams flowing down from the main range of the Rocky mountains on the west, the road leads on, till it strikes the town of Browning on the main line of the Great Northern railroad. At Browning are the headquarters of the agent of the Blackfoot Indian reservation. On this reservation Uncle Sam has located a number of his charges.

On virgin soil, under competent supervision, the Indian can learn to cultivate the land he knows and loves so well. Here every year Independence day is celebrated as it is nowhere else. Travelers come clear across the continent to witness this most unique celebration of the nation's birthday. Directly to the west lies Glacier, the eastern entrance to Glacier park.

In our short sketch we have come from one of nature's wonders and now another lies before us. Much could be written descriptive of all the territory that has been passed over. To appreciate, however, the wonders and beauties of it, there is only one way to do so, that is to take a week and by motor car make the journey.

## LOS ANGELES MAKES TWO SWEEPING CHARTERS IN GREAT MUNICIPAL REFORM

New Civic Conception Embraces City and County Charters—County Charter Includes About 20 Cities

### A YEAR IN PROCESS

Include Short Ballot, Civil Service, Initiative, Referendum, Recall, Department of Public Welfare

LOS ANGELES, Cal.—In attempting to select a concrete example of progress the first and easiest impulse always is to choose some material thing. The celerity with which our minds turn to accomplishments which analyze down to terms of dollars, betrays one of the marked leanings of contemporary times.

Great as the world's progress has been along the lines of purely materialistic things, it is nevertheless true that spiritual, ethical and social progress is what most characterizes or typifies man's occupation upon the earth.

Los Angeles' greatest achievement within the twelvemonth just ending belongs to this latter class of phenomena. One might have referred to the huge \$25,000,000 aqueduct, which, after six years of labor and engineering triumphs, will be finished in another month; or the record-breaking population increase, unparalleled building operations and astonishing commercial expansion; but all of these are ephemeral compared with the great feat of 1912.

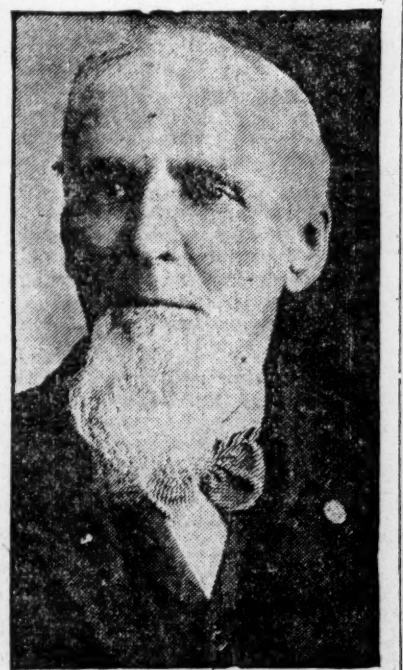
### New Civic Conception

This city's most notable accomplishment is that it has, by its people, grasped an abstract idea—formed a new civic conception, and has determined to translate it into action.

The people of Los Angeles, as a unit, have come to realize that bad city government results not from mischance, but from preventable causes which are within the reach and control of the inhabitants themselves. It is in their power to give themselves any kind of local government they decide to have, and these people have taken all the necessary steps to obtain the kind of local government they conceive to be the most desirable kind. To a large extent they have been pioneers in this respect and from now on the results of their experiment will be of the most vital consequence to every city-dweller in the nation.

What the Los Angeles people have done has been to prepare two charters, one for the city, and the other for the county, which embraces about 20 cities, among which Los Angeles is the metropolis. The people of the whole county, of course, participated in the making of the county charter, while the city charter originated from the inhabitants of the municipality only.

Charter making is nothing new, but charters like these two, it is safe to say, never have been drafted before. Nearly a year was devoted to preparation before even a word of either was written down, before the two separate boards of



HON. GEORGE ALEXANDER Mayor of Los Angeles, under whose administration the city government has been reformed.



DR. JOHN R. HAYNES President Los Angeles Board of Freeholders which has just completed new model charter.

freeholders were elected to put the current ideas of the populace into written words and legal phrases.

One of the details of preparation was to bring the annual convention of the National Municipal League to this city so that the citizens might attend the sessions and inform themselves on the important governmental questions which were discussed, and so that the experts from all over the world, who attended the convention, might be consulted by the charter framers on specific problems peculiar to this community. Many of these experts remained here in consultation with the freeholders long after the convention adjourned. Delos S. Wilcox, for example, practically wrote the sections on public utility franchises. Los Angeles saw to it that it had all the light on the charter question that it was possible to get.

### Ready for Test

The men who served on the two boards had but one purpose, and that was to draft the most progressive and workable charters it is possible for human beings to devise. The achievement of the year is that the people of Los Angeles think they succeeded, and are now ready to give the result a trial.

The new charter of the city of Los Angeles probably is the most practical and scientific outline of a truly democratic city government ever constructed. The charter of the county of Los Angeles, which was completed a month earlier, was written in the same spirit and is designed to extend to the people of the larger precinct the same broad power to regulate their governmental affairs. Practically the only difference between them is in the form of the machinery provided for accomplishing identical results. The county charter has the further distinction of being the first comprehensive charter ever drafted in the United States providing for county home rule.

Both are the outgrowth of the vigorous movement for civic regeneration which originated in Los Angeles about six years ago. What a tremendous movement it became is best indicated by its results, for it not only redeemed the city from the corruption, vice and inefficiency which then existed, but it gave the first potent impetus to the upheaval which has caused a political revolution in the state at large, and which, in time, contributed largely to the progressive movement now at work in the nation. No one who is familiar with the intimate history of the national progressive movement underestimates the support which California lent to it, and that support would not have been forthcoming but for the aroused civic consciousness which originated in Los Angeles and has led directly to the two charters now given, not alone to Los Angeles city and county, but to the world.

### Sweeping Reforms

It would require too much space to recite all the important developments of the last six years—the determined but ineffectual attempts to break down the power of the political machine that dominates the city government, the exciting recall campaign which turned out of office an unfit mayor, and replaced a corrupt administration with an honest

one; the pressing of the advantage thus gained so that the election of an honest city council followed; the amending of the city charter so that the antiquated destructive ward system was abolished, non-partizan direct primaries provided and other reforms instituted to give the people the opportunity to get back the control of their government.

This was the period of tearing down, cutting out the dead wood, destroying the evil that had permeated the whole city government. Immediately following came the first attempts at rebuilding which were only partially successful because the form of government was inherently defective. Finally, after there had been a period for study and investigation, there came the realization that the charter itself was a handicap. A year ago there was born the determination to frame a new charter so modern, so broad and so potent as to put it into the power of the people to give themselves the best government they are capable of.

### Seven Commissioners

Adequately to review the two charters in the limited space available is impossible. Only the salient features may be referred to. The city charter which will be voted upon by the people Dec. 3 provides that the governing and legislative body shall consist of seven commissioners elected at large, one acting as mayor. Only fundamental principles are set forth in the charter itself. Practically all the details of government are to be embraced in an administrative code of initiative ordinances which will be adopted by vote of the people. Every power intended to be exercised by the city is broadly stated in the charter with a general clause added.

A few of the modern features contained are the short ballot, civil service throughout all departments, a bureau of efficiency, the initiative, referendum, and recall, the latter applicable to appointive as well as elective officials, adequate compensation for public servants, a department of public welfare to study and handle social and industrial problems, power given the city to engage in any industry that any person or corporation may engage in, pensions for city employees, mandatory provision for a scientific budget, schoolhouses declared to be civic centers, indeterminate franchises.

The county charter gives the people so large a measure of self-government that it is practically independent of the state government. The governing body consists of five commissioners or supervisors elected from districts. Nearly all officials and employees are under civil service. The only elective officials other than the five commissioners are the sheriff, the district attorney and the assessor. Elective officers are subject to recall, and the appointive officers also if the civil service commission declines to remove them for cause.

## STATE TO FEED 1,250,000 SHEEP

DENVER—Colorado will this winter feed 250,000 more sheep than ever in her history, is the belief expressed by Simon Bitterman, who has been making an active study of the subject and who is largely interested in the sheep market.

"The alfalfa crop is larger than ever before and the same conditions prevail elsewhere," he said. "The largest feed of sheep in this state heretofore has been 1,000,000 head. My best information is that there will be taken care of on the farms and feeding yards of the state this year 1,250,000 sheep."

About 60 per cent of these will be fed in northern Colorado, and the greater part of the other 40 per cent in the Arkansas valley. There will be a distribution of between \$7,000,000 and \$8,000,000 among the farmers.

"The outlook for the sheep and wool business for the coming year or two is better than in years."

DOUBLE TRACK TUNNEL IS AIM VANCOUVER, B. C.—It is understood in well informed railway circles here that vast improvements in building the double track of the Canadian Pacific railway between Calgary and Vancouver, to be carried out during the next four years, will include the driving of a double-track tunnel over eight miles long through the Selkirk at a high altitude in order to eliminate steep grades over Rogers pass. Surveys for the proposed undertaking have been completed by engineering parties working under the direction of F. F. Busted. The proposed tunnel will extend from Bear Creek east of Summit to a point west of Glacier station. The cost is estimated at over \$1,500,000.



(Copyright, Kiser Photo Company) Head of Lake McDonald, Glacier national park



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## WASHINGTON HAS FIRST OF CHAIN OF WIRELESS STATIONS

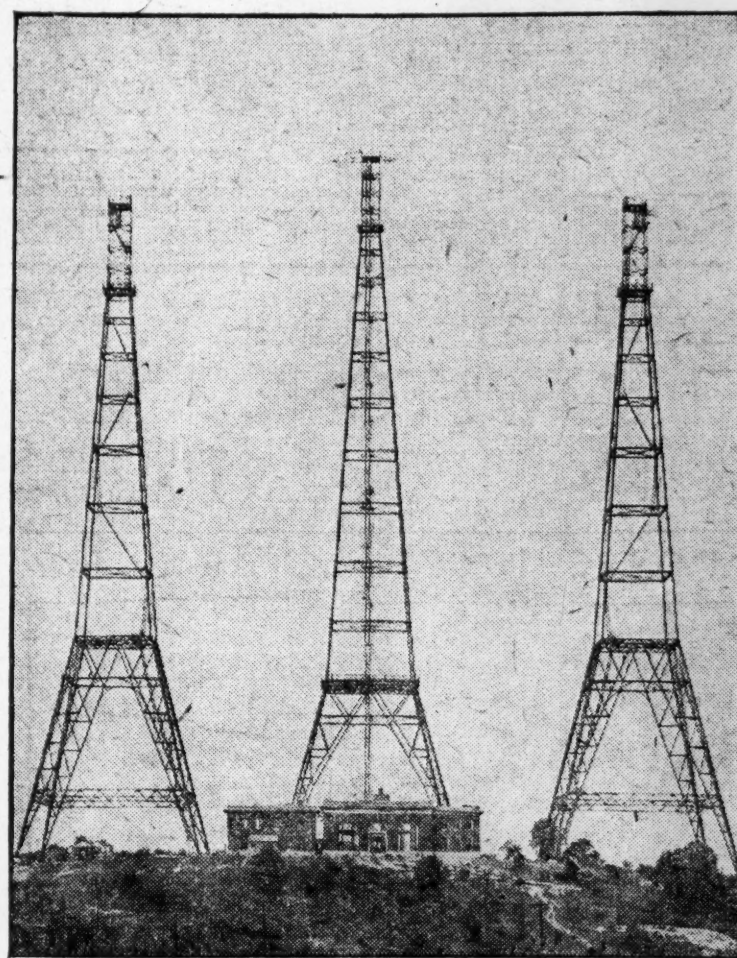
Navy Department Plans  
Powerful Apparatus in  
Alaska, Hawaii, Guam, the  
Philippines and Porto Rico

TOTAL COST \$1,000,000

WASHINGTON—In enumerating the seven wonders of the modern world wireless telegraphy easily takes a prominent place. It is recorded that the wireless operator at San Francisco on one occasion caught "Good-night," sent out by the operator on a battleship in the Gulf of Mexico, overheard the conversation between two vessels on the Atlantic and recognized news messages going to Europe from the wireless station on Cape Cod. This was an unusual occurrence, however, and took place on what is called a "freak night"—a night wherein all conditions are especially favorable.

Exceptional instances such as these will become commonplace when the chain of wireless stations contemplated by the navy department is completed. Logically the system begins at the seat of government, and it is here that the first station has been erected. Across the Potomac from the national capital on the brow of the Virginia hills, stand three immense towers of riveted steel—the most conspicuous part of the new station. At the foot of these towers, seemingly inconsequential in proportion but in reality of ample dimensions and two stories in

WIRELESS STATION, WASHINGTON, D. C.



Erected by the navy department at a cost of \$200,000—  
Like sum available for extensions

height stand the two station buildings, as close together as possible without coming in actual contact. The larger is the transmitting room, equipped with a powerful dynamo and the intricate mechanism by means of which the messages are molded into form and then transmitted to the two shorter towers and thence to the higher one, from the top of which, 600 feet in the air, the electrical waves radiate out over land and sea. Theoretically, these waves radiate in every direction a distance of about 3,000 miles from the starting point. In practice there are many modifications to be considered. Better results are secured at night than by day, in winter than in summer and over water rather than over land.

Although the station at San Francisco will eventually be of enlarged capacity, and will theoretically include the Washington station within its radius, as well as being included in the radius of the latter, it is not expected that there will be much direct connection between the two. Messages from Washington will go by way of the Canal Zone to San Francisco, thence to Hawaii, Guam and Manila, and possibly to Tutuila, at each of which places a station similar to the one now completed at Washington will be built. The far-away island possessions will thus be brought close to the seat of government, and the United States will have dominion of the air over one continent and two oceans, and will, perhaps, include portions of each of the other continents.

While the big station at Washington will in time be able to receive as long-distance messages as it sends it will not be possible till other equally powerful stations are erected. In the meantime incoming messages must be relayed. Vessels upon the oceans will continue to "pick up" messages from other vessels, and pass them on to still other vessels or to land stations, till at length the destination is reached.

### Washington Equipment

The incoming message, caught on the antennae of the lofty towers at the Washington station, is conveyed to the receiving room. This room is absolutely sound proof, and the single occupant is entirely cut off from the outside world except through the single avenue of the

wire connecting him with the towers. He is, however, the sentinel of the upper world. Prisoner though he be, the realm of the air is his kingdom. Figuratively he searches the heavens and extracts therefrom information covering almost the entire range of human activity. Governmental affairs and civil affairs, affairs pertaining to Washington or to distant places, all come within his jurisdiction. He gathers them all and transmits them by wire through the insulated partition to the adjoining room. A teletypewriter receives them and an autographic register records them in manifold copies. An attendant transmits a copy to its destination, by phone if the destination is local, or by wire if the destination is distant.

### \$1,000,000 to be Spent

The thousands of visitors who come to Washington each year will notice the tall towers at Arlington and may suppose that the commanding position was chosen on account of the elevation. This is not the reason. Elevation above the sea level is of no importance, but elevation above the base of the towers is all important. The location at Arlington was selected because here was available a military reservation of ample area. It covers 13 acres, and adjoins Fort Myer and the Arlington national cemetery. That two of the towers do not reach to the altitude of the third is due to economy in construction. It is believed that as great efficiency will be realized as though all three reached the maximum altitude.

About \$200,000 has been expended in constructing this station, and a like sum is still available for extending the system. The cost of the entire chain of stations is estimated to be \$1,000,000. The system will be the most extensive of any in existence, and will go far toward girdling the globe. Much of the work is still in the experimental stage. The Washington station is in fact an experiment station. Rooms in the station buildings are fitted up expressly for experiment work with the view of obtaining the greatest possible efficiency in wireless work.

### The Canal Zone

With the time fast approaching when the Panama canal will be a world thoroughfare, it is important that the United States, bearing the responsibility for its administration, should be in direct communication with the administrative offices of the Canal Zone. This becomes possible through the wireless system.

As the other links in the chain are completed, Alaska will be brought close to Washington; so will Hawaii, the "key to the Pacific"; so will Guam, the coaling station in mid-ocean; and, finally, the Philippine Islands, with their constantly increasing importance, will be close at hand. On the other side of the world, Porto Rico, the other island possession in the radius of the Washington station. The wireless system will thus bring the United States and all its non-contiguous territory into a closeness of relationship that but a few years ago would have seemed beyond the range of possibility.

### B. & O. ESTABLISHES LABOR BUREAU

CHICAGO—A labor bureau, in charge of H. R. Bricker, has been established by the Baltimore & Ohio railroad at Baltimore. Mr. Bricker will have charge of employing both skilled and unskilled labor for all grades of railroad service. Branch offices have been established in Philadelphia, Washington, Cincinnati, Cleveland and Chicago.

## COMMERCE GROWTH BETWEEN THE EAST AND WEST COASTS

During Fiscal Year \$55,000,000 in Merchandise Transported Over Isthmuses of Panama and Tehuantepec

### SUGAR FROM HAWAII

WASHINGTON, D. C.—Commerce between the eastern and western coasts of the United States by way of the isthmuses of Panama and Tehuantepec shows a remarkable growth in recent years. Figures just made public by the bureau of foreign and domestic commerce of the department of commerce and labor show that this traffic has tripled in value in the last four years.

Prior to 1907 all merchandise passing between the eastern and western coasts by way of the isthmuses utilized the Panama railway. At the beginning of 1907, however, a railway line 190 miles in length was opened across the isthmus of Tehuantepec, in southern Mexico, constructed with special facilities for transferring merchandise from vessel to railway and railway to vessel, and since that this traffic on both the Panama and Tehuantepec railway lines has grown very rapidly and amounted in the fiscal year 1912 to \$125,000,000 in value, against \$30,000,000 in 1908.

These figures, which include only domestic merchandise passing by way of the isthmus between the eastern and western coasts of the United States (including, however, Puerto Rico as among the eastern and Hawaii among the western ports), indicate that a still greater growth in this traffic between the eastern and western coasts is likely to develop with the opportunity for vessel shipments without breaking bulk at the isthmus which will come with the opening of the Panama canal.

The chief growth in this coast to coast traffic by way of the isthmus has developed, as above indicated, since the opening of the Tehuantepec railway. The total value of shipments from the Atlantic coast ports to the Pacific coast ports in the year ended June 30, 1908, the first fiscal year including a full year's operation of the Tehuantepec road, was \$15,750,000, of which more than \$13,000,000 passed by way of the Tehuantepec road.

By 1912 the total had grown to \$69,500,000, of which a little more than \$55,000,000 was by way of Tehuantepec. The value of merchandise passing from Pacific coast ports to Atlantic coast ports by way of the isthmuses was, in the fiscal year 1908, \$19,750,000, of which about \$18,333,000 passed by way of the Tehuantepec road. In the fiscal year 1912 this total has grown to practically \$55,000,000, of which a little less than \$45,000,000 crossed by the Tehuantepec line.

Practically all of the sugar sent from Hawaii to the eastern coast of the United States goes by way of Tehuantepec and forms considerably more than one half of the eastward movement of domestic merchandise from the Pacific to the Atlantic coast by way of the Tehuantepec road, while merchandise from the eastern coast bound for the Hawaiian islands forms approximately 10 per cent of the westward movement of domestic merchandise across the Tehuantepec road.

The character of articles forming this large traffic between the eastern and western coasts by way of the isthmuses of Tehuantepec and Panama is shown by a table issued by the division of statistics of the bureau of foreign and domestic commerce. This table shows that of the \$12,250,000 worth of merchandise passing from the Atlantic coast to the Pacific ports of the United States in July and August, 1912, iron and steel manufactures amounted to more than \$3,000,000, cotton manufactures to nearly \$2,000,000, and the remainder miscellaneous articles in large variety, chiefly manufactures.

The merchandise from the Pacific coast destined to the Atlantic ports includes, as above indicated, sugar from the Hawaiian islands, forming about one half of the total of \$8,000,000 during the two months ended Aug. 31, 1912, the remainder being chiefly fruits, canned vegetables, canned salmon, wool and copper ore.

### TUNGSTEN FROM COLORADO PUREST

Tungsten, which might well be termed the metal of this decade because of its rapid adaptation to a great number of uses besides the familiar ones of an alloy for steel and filaments for electric lamps, is found in limited quantities in many parts of the world, but about half of the world's supply comes from the United States, says the October Popular Mechanics Magazine. The greater part of this half is that coming from the apparently almost inexhaustible supply in Boulder county, Colorado. The tungsten found in Colorado is the purest in the world.

So vast is it in extent and so abundant and easy to mine, that the price of this very valuable metal has gone down until it is now available for very wide commercial uses.

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## GRAZING IS NEVADA'S BEST INCOME-BRINGER FROM AGRICULTURE

State Has 30,000,000 Acres of  
Land Suitable for Grazing  
and 20,000,000 Acres for  
Agriculture

### BIG ALFALFA CROP

**R**ENO, Nev.—An analysis of the past, present and future development of agriculture in Nevada reveals a situation full of promise for rapid advance and achievement in agriculture, and kindred industries. Nevada's total area of 71,737,600 acres is approximately divided into the following economic groups: Grazing lands, 30,000,000 acres; lands suitable for agriculture, 20,000,000 acres; mineral lands, 15,000,000 acres; saline areas, 3,650,000 acres; forested areas, 2,000,000 acres; and the remaining 1,081,600 acres represent water surfaces. Only 5 per cent of the total area is saline or alkaline in character. Seventy per cent of the total area is suitable for agriculture.

Of the acreage useful for agriculture, exclusive of grazing lands, only 15 per cent has been utilized and but one third of this has been improved into farm homes. The search for reasons possibly explaining the slower transformation of Nevada's desert lands into farms and homes leads to questions involving shipping facilities, markets, and social life, but refers more particularly to those natural conditions of climate, soil, and water supply, for these factors determine and establish the economic position and industrial pursuits of a region in relation to the world's social mechanism. With a view of the past development and future opportunities in agriculture of the intermountain country, it is evident that the problem of reclamation in Nevada is nearing solution. With mining wealth and agricultural resources at its disposal this state presents a well-balanced, self-supporting, economic condition.

### Growing Season

The growing season in northern Nevada is of five to six months duration, while in the southern sub-tropical portion of the state the growing season is lengthened to a period of nine months or more. For staple crops the climate is well suited and is particularly well adapted for seed production. With a congenial climate and forage crops unequalled in quality, the breeding of fine horses and stock can be undertaken with some assurance of success in Nevada.

Nevada is strictly arid, for the total amount of precipitation, observed at 17 different agricultural communities aver-

ties will doubly insure a profitable income from dry farming. The grains millet and sorghums form the chief crop plants of this type of farming.

### Grazing

Grazing is the greatest agricultural source of revenue. Over 500,000 beef cattle range the hills in summer to be fattened during the winter by feeding the great stacks of alfalfa accumulated during the previous growing seasons. More than 1,500,000 sheep find feed in the mountains. This industry has left an unmistakable mark on Nevada's agriculture and till now the development has been extensive instead of intensive. With the advance of scientific knowledge and concentration of effort on a smaller area the production can at least be doubled and where one family obtained a living, two can be prosperous.

Alfalfa, the banner crop of Nevada, reached a value of nearly \$2,000,000 in 1910. Three cuttings amounting to four to eight tons per acre, and of the very highest quality, are obtained annually. Alfalfa is the ideal crop for the desert, and its production in conjunction with dairying and hog raising seems the logical and ultimate farm system for this region.

Natural hay, from the extensive meadow lands, is produced from the greatest acreage, but is second in value. With drainage, where necessary, the lands now devoted to natural hay could be utilized for the more valuable alfalfa production. The total value of all forage crops including natural hays, tame grasses and alfalfa, is about \$4,200,000. Wheat is the chief cereal crop, and is mostly spring grown. The average production throughout the state is 28 bushels per acre. Barley and oats are second and third respectively in the valuation of grain crops. Almost \$1,000,000 worth of cereals were produced in Nevada in 1910. With intensive farming, Nevada will be a wheat and grain state capable of feeding the nation.

### Sugar Beet Growing

Potatoes, grown on bottom lands or old alfalfa fields plowed under, yielded an average value of \$82 per acre in 1910. They are of superior quality, and the acreage devoted to their production doubled in the last decade.

The sugar beet industry centered at a new and complete 700-ton sugar factory at Fallon, promises unusual opportunities for the farmer. That beets can be profitably grown is evidenced beyond doubt by the large specimens in growing fields and their high sugar content.

The Humboldt, Truckee and Carson valleys all have protected and suitable locations for orcharding. Watermelons, canteloupes and truck crops are profitably grown when near the market, or when packed and shipped as a fancy product, demand high prices, for they come intermediate between similar crops in California and Arizona.

With increasing population, with increasing capital to construct irrigation projects, and with diversified climate, fertile soils, and abundant crops, Nevada is realizing her permanent and natural resources.

## ONIONS RAISED ON TRUCKEE MEADOWS



(Courtesy F. L. Peterson)

In this section of Nevada seventeen tons of onions to the acre are produced

aged a little less than nine inches. The highest yearly average at any one place was 25 inches and the lowest 2.8 inches. The winter and spring months experience the heaviest precipitation. Since the dry season occurs during the growing period it is necessary to irrigate in most localities except where sub-irrigation supplies sufficient moisture. The real problem is to store in artificial lakes the unused water of spring and winter runoff. The Humboldt, Truckee, Carson and Walker rivers, with their system of tributaries, form the principal irrigated district in Nevada and in consequence the principal agricultural valleys, for in fact the irrigated valley is the unit.

### Irrigation

By preventing the waste of water, excessive use and adopting rotation schemes and proper measurement, the land now irrigated could be doubled with the same supply of water. By conserving the winter and spring runoff sufficient water could be impounded to irrigate twice the land now being supplied with water. Approximately 500,000 acres of land are now irrigated and by utilization of both economies mentioned above this amount could be increased to at least 2,000,000 acres. In Elko county, situated in northern Nevada, dry farming can be pursued with success. The introduction and development of drought-resistant varie-

## GOVERNOR WANTS FOREST BUREAU

FRANKFORT, Ky.—So greatly interested is Governor McCrory in the future of the forestry of Kentucky that he proposed to President Barker of the state university, when the latter called upon him, that a department of forestry should be established at the university.

President Barker thought so well of the proposal that he brought the matter before the trustees of the university.

### MAKING PAPER STENCILS

For making paper stencils an Ohio man has invented a machine in which an electric motor drives a tiny drill at the end of a flexible tube.



**A Beautiful Present**  
Solid 14k Gold  
Engraved \$4.25  
Plain \$3.75

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## LARGEST IRRIGATION SYSTEM IN WORLD TO BE IN NEW MEXICO

Elephant Butte Project in  
Rio Grande Valley to Be  
Completed in 1917 Will  
Cost Over \$10,000,000

### ENGINEERING WORK

**N**EW YORK—Irrigation was undertaken by the Indians hundreds of years before Columbus discovered America, as the famous Spanish explorer, Don Vazquez Coronado, and his brave conquistadores found on their trip to New Mexico in 1540. They came across crude irrigation ditches conveying water from the Rio Grande to little plots of land upon which the Indian woman raised sufficient crops to appease the hunger of their braves. Many of those same ditches, though extended, are still in use, a more adequate system not having been devised, although nearly 400 years have elapsed since their discovery.

The great increase in the population of the United States during the last 50 years, says John Dugger in Colliers Weekly, has forced the people westward into the arid regions, making it necessary to increase the agricultural area, and in order to do this some means of reclaiming the desert has had to be discovered.

Upon investigation many areas were found where water could be stored or diverted, and thus made to reclaim thousands upon thousands of acres of barren waste, but the expense of doing this was found to be beyond the pockets of the average land owners, and capital could only be interested in a very few cases.

The United States government was finally appealed to, and the present reclamation service was established under the department of the interior. The service has been active for about ten years and during that time has succeeded in bringing into bearing thousands of acres of what was once quite worthless desert.

Projects have been completed in Wyoming, Montana, Idaho, California, New Mexico, Arizona and many other western states, and the appropriations thus far from Congress for the work have been more than \$50,000,000, all of which will eventually be returned. Those owning land which has been reclaimed by the government have agreed to pay for the delivery of water thereon at the rate of around \$35 an acre, same to be due in 10 or more equal annual installments, the first to be made upon completion of the project. The largest dam thus far completed is the Roosevelt dam in the Salt River valley, Arizona. It irrigates some 200,000 acres of land and cost \$8,000,000.

### Largest System

The largest task yet undertaken by the reclamation service is the Engle or Elephant Butte project in the lower Rio Grande valley of New Mexico. The construction of this plant has been under way since November, 1910. It will be completed in 1917 and will be the largest and most expensive irrigation system in the world. The cost will be more than \$10,000,000, of which \$9,000,000 has already been appropriated by Congress. The dam is being constructed of rubble concrete, 400,000 cubic yards being calculated by the reclamation engineers as the amount necessary. One end of the great wall of concrete will be anchored to the Elephant Butte, from which the project takes its name, and the other end will extend into a great mountain of rock.

The Rio Grande is being diverted through a huge concrete flume so that the foundation work may be carried on without interference. The foundation,

1000 feet long and 200 feet wide, is being laid 55 feet below the river bed. The dam will be 265 feet high above the foundation and 1480 feet long on top. It will slope up gradually from the base and a driveway 20 feet wide extend between parapet walls across the entire length. The great artificial mountain of concrete placed in the channel of the Rio Grande will make the largest artificial body of water in the world—a total of 2,700,000 acre feet of stored water, enough to submerge the entire state of Rhode Island more than three feet.

The lake will cover 41,280 acres of ground from 200 feet to 10 feet deep, and will be 40 miles long and from one to ten miles wide. It will never go dry, and will irrigate to 180,000 acres of land in New Mexico, Texas and Old Mexico, extending from the dam site, 125 miles north of El Paso down the Rio Grande valley, a distance of 160 miles. Separate diversion dams and canal systems will be constructed for Las Palomas, Rincon, Mesilla and El Paso valleys.

The diversion dam in Mesilla valley, known as Leasburg Unit, irrigating 25,000 acres, is already in operation. Of the 180,000 acres to be reclaimed by the project 110,000 are in New Mexico, 40,000 in Texas, and 30,000 in Old Mexico, the latter being necessary because of Mexico's claim of prior water rights.

The government owns all the land surrounding the great reservoir and it has been set aside as a bird preserve. The lake will be the largest south of Great Salt Lake and west of the Rocky Mountains. It will have many bays and inlets, will be stocked by the government with bass and other fish, and will afford camping places for all who desire to take advantage of them.

Like the Roosevelt dam in Arizona, this great body of stored water will serve another purpose than that of giving fertility to the stretches of desert to the south. It will be harnessed at the spillways and will furnish power for electricity which will be transmitted to cities, mines and farms, stretching over an area of more than 500 square miles.

## If You Can't Be Thankful

for anything else Thanksgiving Day, be thankful you are not a turkey!

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Men's block, script and fancy embroidered initial handkerchiefs at 25c, 35c and 50c. Our hand-embroidered initials in block, script and fancy design for both men and women, 10c up to 75c.

We are also showing many beautiful designs for both men and women in the elongated patterns, initial, conventional, and floral designs at 25c, 35c and 50c.

Los Angeles Population 350,000 or More

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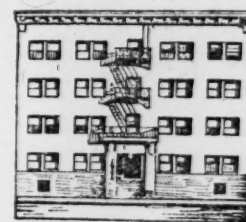
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Rooms without bath: One occupant, \$1.50 and  
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You are invited to visit our Fur  
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Agents for Phipps Street and  
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IF IT'S WORTH KNOWING ABOUT,  
IT'S IN THE NEWS COLUMNS  
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1915

HOMELAND

1915

—AMERICA'S PLAYGROUND—

MODERN BUSINESS CITY OF 70,000.

FINEST CLIMATE IN THE UNITED STATES.

ITS HARBOR IS AMONG FIRST FIVE IN U. S.

THE FIRST PORT OF CALL FROM THE PANAMA CANAL.

MAKING MOST RAPID GROWTH OF ANY AMERICAN CITY.

SCHOOLS, CHURCHES, HOTELS, BOULEVARDS, NONE BETTER.

RAPIDLY TAKING ITS PLACE AMONG GREATER COAST CITIES.

Ask Chamber of Commerce.

## San Diego, California

SAN DIEGO EXPOSITION WILL BE OPEN ENTIRE YEAR 1915.

ITS MOTIVE "THE LANDLESS MAN TO THE MANLESS LAND."

IT WILL BE AN EXPOSITION OF OPPORTUNITY.

A MISSION CITY IN A TROPICAL LANDSCAPE.

HUNDREDS OF MEN ARE BUILDING IT NOW.

AMERICAN HISTORY WILL BE SHOWN.

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—ALL YEAR—

1915

Ask San Diego Exposition

1915

Mr. Ives says: If you don't come before, you must come to our Panama-California Exposition all the year 1915. Bring all your friends and come prepared to stay—because you'll never want to go back. Another attraction is the

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45 stores under one  
roof, each one striv-  
ing to give you de-  
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dise at more than  
moderate prices.  
You'll find stocks  
of a size to do credit  
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IN SOUTHERN CALIFORNIA is the subdividing and improving of well located acreage and the building of homes to be sold on easy payments. San Diego is growing faster and more substantially than any other American city. First port of call north of Panama Canal, a magnificent harbor, an all-the-year exposition in 1915, everything points toward a wonderful growth.

This is a cooperative building and investment company, solidly entrenched in the prosperity of the city. We need capital for increasing our operations. Our quarterly magazine tells in detail the story of this thriving company and the city of San Diego. We send it free on request.

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WE ARE owners and exclusive agents for choice property in San Diego and vicinity. If you are thinking of buying a home or making an investment here you will find it to your advantage to let us send you particulars. Land investments are our specialty and we would be glad to mail you our literature.

IRVING PLACE, one of the choicest residence districts in this community, is the property of this Company. Lots in this new subdivision are being sold on small payments down and small payments each month liberal discounts for cash.

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## "THERE'S ONLY ONE -POINT LOMA"

The most beautiful restricted residence section on the Pacific Coast. Wonderful views of bay, ocean and mountains. Excellent soil. Well improved. Good transportation.

Upon request descriptions and prices will be gladly forwarded by

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## SAN DIEGO PORT AS WAY TO MARKETS OF WORLD

Canal Opening Will Mean  
New Era for All the  
Country West of Rocky  
Mountains

## CLOSER AFFILIATION

SAN DIEGO, Cal.—On the 29th day of September, 1513, Vasco Nunez de Balboa, Spanish adventurer, looked out from the mountain overlooking Panama and saw the waters of the southern sea stretched out before his gaze. Thus was the Pacific ocean given to the world.

In July 1542, a daring Portuguese, Juan Rodriguez Cabrillo, sailing northward on that same ocean, rounded a bold promontory which guarded a peaceful harbor and cast anchor in the waters of a bay which with due ceremony he christened San Miguel. In November, 1602, Sebastian Viscaino entered the same harbor and gave the bay its enduring name, San Diego. Then came the pioneer of the faith of the Order of St. Francis of Assisi, Padre Junipero Serra, who in 1769 established the first mission in California and laid the foundation for the city on San Diego bay.

And after many years, on the date of Sept. 4, 1900, men of faith incorporated the Panama-California Exposition Company to build a world's fair in the city of San Diego, to celebrate the opening of the Panama canal in 1915.

The opening of the Panama canal gave the inspiration for the San Diego exposition. San Diego's perfect climate that will permit of an exposition for the entire year, together with the historical association with the Panama project, recommended the location. San Diego's natural harbor, the first port of call on the Pacific coast via Panama, furnished an incentive. The inspiration and the fact gave birth to action, and through that action San Diego will come into her own.

The opening of the Panama canal will be the beginning of a new era for all the country west of the Rocky mountains. It will also open a way from the East to the West that will bring them into closer touch to the mutual advantage of their widely separated peoples.

The prophet-optimist of today can see the time not far distant when the shadows of coming events will materialize into methods whereby the interests of

the East and West, of North and South, of Mexico, Central and South America, with the great lands beyond the seas, may affiliate through a more comprehensive knowledge that will make them one. The opening of the Panama canal and the San Diego exposition will prove an important factor in proving the truth of man's need of his fellowman. The canal will open the way for more cordial relations, the San Diego exposition will teach the visitor the way to opportunity.

## Port of San Diego

The opening of the Panama canal means a port for the Southwest at San Diego. This means more than a place of disembarkation for immigrants from the countries of the world, or of landing visitors from the East at the logical gateway to the West. While sea-going vessels from European ports will come direct to the Pacific coast with their cargoes of human freight looking for homes in this country, and the canal route will appeal to popular favor for tourists and travelers from the East and South, yet the shores of San Diego means an outlet for the products of the vast territory lying east of the Pacific coast and a way to reach the markets of Mexico, South America, Europe, the Orient and the far east of the United States.

This is most important, for it declares

ating ships from the great packing houses in San Diego which will be built to meet this demand. Apples from Idaho, Montana and Utah, manufactured products from everywhere. Coal for ships making the port will be supplied by Arizona, coal for the countries south will be shipped via San Diego. The great undeveloped fields will be opened and made to return a rich harvest for the investor and the man of foresight and determination.

The common carrier between the port of San Diego and these fields of commerce will be the San Diego & Arizona Railway, now 45 per cent. completed. This, the most direct of all transcontinental lines, will bring these fields 100 miles nearer the seaboard than any road now in use, and will give San Diego a direct eastern outlet.

The cargoes left at San Diego by steamers from all parts of the globe will be shipped east by means of the improved railway facilities and be replaced by the products of the richest but as yet not fully developed section in all the world.

## The Harbor of the Sun

The great transfer unit is the bay that Cabrillo discovered and Viscaino named. And this natural harbor is adequate for all demands made upon it. With its 22

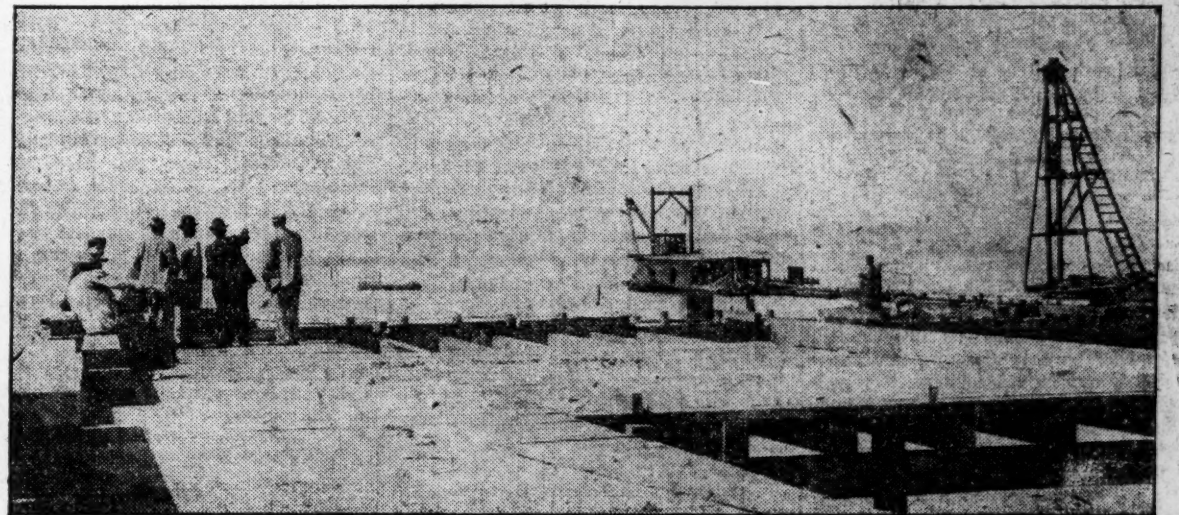
for both irrigation and domestic purposes. It is not remarkable that San Diego has been popular for a certain class of people for many years.

## History

In San Diego, history in California and, for that matter on the west coast, properly begins. In San Diego the American flag was first unfurled to the summer skies on the Pacific coast in 1542. In San Diego there is the oldest palm tree on the continent, planted by Junipero Serra in 1769. Near San Diego is the oldest dam constructed by white men for irrigation purposes on this continent. It was constructed in 1767 and still stands to mark the foresight of the padres who ventured into the desert with the faith that roses might be made to bloom where the cactus held sway, and food, profitable for man and beast, supplant the sage brush.

Within 10 minutes' ride of the heart of the city the old Estudillo house marks the spot where the heroine of Helen Hunt Jackson's story of "Ramona" fled with her Indian lover to find the priest who made them one. From this historic place may be seen the walls of Ft. Stockton, and to the west the placid waters of San Diego bay.

Within 60 miles of San Diego and within the boundaries of San Diego



Panorama of San Diego bay where harbor improvements which will cost \$1,000,000 are now in progress

a medium by which the man who produces may also dispose of his products. It means the making of a metropolis on the shores of San Diego bay—the evolution of San Diego from a sleepy town dreaming in an atmosphere of climate and romance, to a wideawake, active commercial and manufacturing city with the desire of doing things.

The making of San Diego means the development of the territory contiguous, for each depends on the other. It also means for the Pacific coast more cordial commercial relations with the Latin-American countries than we now enjoy and which we have in a measure despaired of ever establishing. There is every reason why San Diego should fulfill her destiny. It is written that the logical situation with the correct environment must make itself great.

## Resources

The resources of the states west of the Rocky Mountains are far greater than the world has ever known.

Arizona has the greatest undeveloped deposits of coal in the United States except Alaska. Her resources in timber, mining and agricultural possibilities are of untold value.

The Imperial valley of California has been termed the Nile valley of the United States. Her yield of cotton promises to exceed that of some entire states and is of wonderful staple. Her fruits, alfalfa, other products are profuse in quantity and certain in yield. The government has expended \$16,000,000 on two great irrigation projects in Arizona, the Roosevelt system at Phoenix, and the Laguna system at Yuma, while the Imperial valley is well provided with never failing sources of water for all purposes. These three districts form the greatest irrigated sections in the world. Their total area aggregates 1,500,000 acres, and there are millions of acres yet undeveloped but waiting.

Wyoming holds first place in richness of soil for alfalfa and in area of territory most suitable for grazing. Colorado will find a port at San Diego more profitable than shipping in any other way. Even Montana and Idaho, brought into touch with the Southwest by improved rail facilities now in prospect, will use the port of San Diego purely as a matter of economy in freight rates, if for no other reason.

From these sections will be shipped minerals and metals, cotton and wools, cattle on the hoof or packed in refriger-

square miles of area, its natural channels deeper and wider than the dredged channels of Baltimore, New Orleans, Galveston or even Philadelphia, and its bar depth of 33 feet at low tide, it provides sufficient space for the navies of the world, and is the equal of any harbor anywhere.

San Diego enterprise has provided ways and means for the first modern piers and seawall that the harbor has ever known. These are being built of reinforced concrete, will be completed in 1914, and then a government appropriation will provide for the deepening of the channel to a depth of 40 feet on the bar at the entrance near Point Loma.

It has been proved that San Diego harbor is safe at all seasons. Point Loma—the point of the hill—extends out for five miles from the city and the center of the bay, protecting the harbor from the seas and storms that may rage without. It has been shown that there is sufficient depth of water at all times to accommodate vessels of the largest tonnage. The cruisers and battleships of the Pacific fleet have all cast anchor at one time on the bay and found room enough and to spare without crowding out the merchant marine that makes the port its regular point of destination or port of call.

The government has expended over \$250,000,000 in harbor improvement, but found that San Diego with an expenditure of less than \$800,000 gave greater promise of profitable return for the investment than any other port or place, river or stream, within her domain.

## Steamship Lines

At this early date the Red Star line have decided to make San Diego a port for tow of their liners plying between New York, European ports and the Pacific coast. The Cosmos line of German steamers, the Toyo Kaisen Kaisha line of Japan, the American Hawaiian line and the Pacific Mail Steamship Company are all building new vessels to the end of extending their service, and of taking advantage of the opportunity afforded in San Diego for the freight and passenger service. Coastwise steamers are preparing for the increased traffic that will surely follow the opening of the canal and the growth of the Greater San Diego.

The past four years have preanged the coming of tens of thousands to swell the population of the favored city by "The Harbor of the Sun," in the advent of thousands who have decided to make their homes in the land that lies between the mountains and the sea.

Here, according to weather statistics, is found the most equable climate in America if not the world. The summers are cool, the winters warm; 32 degrees is the lowest temperature ever recorded. Flowers grow out of doors the year round. Lawns are green and vegetables reach maturity and fruits ripen in orchard or garden every month in the year. Strawberries are raised 10 months in the year. The water supply is ample

county are rich treasures of archaeology in the form of rock writings of an ancient race, and domestic implements found buried in shell mounds and tombs. Here also dwell the descendants of the old race of Indians who first populated this country and whose history and relics of former days tell of a primitive civilization on the Pacific coast dating back 2000 years.

## Advantages and Growth

San Diego, which has ever been a place of attraction to the traveler and student, is a modern city of 70,000, increased from 40,000 in three years, and at the same rate of increase destined to be a metropolis of 500,000 within the next decade or less. San Diego has hotels costing from \$100,000 to \$500,000, comparing favorably with those of the largest cities; one theater that is equaled nowhere on the coast and in but few places in the United States, and many others that compare favorably with any found in cities 10 times larger; it is a city of schools, churches, and homes built after the old mission or bungalow type for the greater part, but showing architecture of the most elaborate character in places of prominence.

The building permits in the past three years have exceeded \$100 per capita, which is the record for the United States. Since 1900 the total building permits have exceeded \$30,000,000, and thus far in 1912 they have gone over \$8,000,000.

A county boulevard system, built at a cost of \$1,250,000, connects the city with the outside world, and 32 miles of paved streets provide for the traffic of the city, either for business or pleasure.

Every modern feature of metropolitan life is to be found in this city on the shores of San Diego bay, which still retains all that has provided the lure of the past to lead the steps of the traveler her way, but more than an attraction for the tourist, the possibilities of the modern San Diego as a city of worth and opportunity along every line of human endeavor command recognition.

## HOME OF JOHN HAY STILL STANDS

SALEM, Ind.—Though a great many people may know that John Hay, diplomatist, politician, poet and writer, was a native of Salem, few know that the house in which he lived still stands, and is being used as a home.

The exact date the house was built is not known, but it is known that it was used for a schoolhouse in 1840, and it is presumed it antedates the time many years.



## PASADENA HAS PROSPEROUS PROGRESSIVE YEAR

City's Bank Deposits Nearly  
\$2,000,000 More Than Last  
Year—Land Values In-  
crease \$2,292,940

### MANY ADVANTAGES

PASADENA, Cal.—Thirty years ago the sloping mesa whereon Pasadena now stands was a bare sheep pasture, with absolutely nothing to indicate that it was destined in time to become one of the garden spots of the world, the seat of a city unique in history. A group of men from the state of Indiana, commissioned, as read the Old

1232, and the valuation at \$2,139,528. In 1911 the figures stood permits 1256, valuation \$2,183,713. During the first nine months of the year 1912 the permits have numbered 1108, and the amount in round figures is \$1,700,000.

### Schools and Churches

As a city of churches and a community of church-going people Pasadena has reason to assert its progressiveness. All of the principal denominations are here represented, and within the past few years numerous handsome church edifices have been erected. It is an interesting sight on Sunday to witness the crowds bound for their various church homes, a thing which speaks well for the moral and religious bent of the community. Kindred organizations are full of life and prosperity. Witness the

Masons and the Elks, own handsome buildings wholly or partly devoted to their use. There are numerous excellent and influential clubs. The Shakespeare club, composed exclusively of women, owns a convenient home on a prominent street, and is sponsor for numerous intellectual, musical and social features every year. The Overland Club, for men, owns its own home and is a potent factor in city life. Other organizations bring high grade entertainments before either their members alone or the public at large. The Valley Hunt Club, oldest in point of time, owns and occupies a fine home on Orange Grove avenue, and is a center for great social activity. Naturally enough the great hotels of the city are social centers during the season, centers where mingle the residents of the city with the temporary sojourner. Social events of the year are numerous, confined neither to the fraternal organizations, the formal clubs, the churches, nor to the wealthier sections. The newcomer finds no lack of profitable and pleasurable entertainment if he be socially inclined. There are fine golf grounds around the city, on the hills to the north, east, across the Arroyo Seco park to the southwest, on Raymond hill and among the lesser hills further to the south and again in the southeast, with handsome clubhouses and seasonal tournaments. Tennis courts are everywhere. Pasadena allowing no one to forget that Miss May Sutton, the world's champion tennis player of a year or two back, was a resident of this city. The game she popularized has many devotees here. There are a few of the outdoor sports and public amusements which do their share to make Pasadena a great playground, whether in winter or in summer.

### Commercial Growth

Pasadena lays no claim to being a manufacturing city, its ambition being as noted above to be known far and wide as a residence city. Still, the last United States census shows the value of its manufactured products—products actually manufactured within its corporate limits—to be \$1,724,000 as compared with \$331,000 in 1900. Perhaps the best measure of the commercial progressiveness of Pasadena is in its bank deposits. In June of 1908 the 10 national and savings banks of the city showed total deposits of \$6,950,768.82. In 1909 the figures were \$9,100,008.80. In 1910 they had increased to \$9,805,032.25. In 1911 the deposits were \$11,369,501.19, while in June of the present year they were \$13,262,245.84. Take the savings accounts separately, as these tend more than the commercial

capital stock, surplus and undivided profits of \$2,030,539.58, with total resources of \$15,629,070.27.

A table compiled by the city assessor shows the following comparative land values for the past five years in Pasadena: 1908, \$21,876,000; 1909, \$22,304,010; 1910, \$26,674,325; 1911, \$26,894,310; 1912, \$29,187,250. While considering statistics the following figures from the government census showing Pasadena's growth in population are interesting: 1880, 391; 1890, 4582; 1900, 9117; 1910, 30,291.

These figures indicate a growth in the 10 years between the census of 1900 and that of 1910, of 232.2 per cent. At the present time, 1912, the figures based upon the school census, postoffice receipts and directory census, should be placed at something over 35,000. As a city of home, Pasadena has a right to be proud. It is certainly progressive here.

### WOODEN WARSHIPS TO GO

WASHINGTON—The sale of the old wooden war vessel Jamestown has been ordered by the navy department as unsuited for naval purposes.

The Jamestown was built at the Norfolk navy yard in 1845. She is 165 feet long and 1150 tons displacement. For a number of years the Jamestown has served as a station ship at Hampton Roads, Va.

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IF IT'S WORTH KNOWING ABOUT,  
IT'S IN THE NEWS COLUMNS  
OF THE MONITOR



Pasadena has 90 miles of improved streets and 200 miles of cement walks.

Testament, "to spy out the land," trekked into this sheep pasture and visited the few scattered settlers. What prophetic insight this brief visit gave can only be surmised.

It is known, however, that following this visit the Indiana colony purchased a vast tract of land and that in a comparatively short time was laid the nucleus of the city of Pasadena. It has been related that the earliest settlers looked upon the venture as chimerical, and were wont to congratulate themselves quietly on their business acumen in disposing of their unreliable holdings to the unsophisticated strangers.

However that may be, the Indiana colony grew and prospered. An unexpected supply of mountain water was soon developed, extensive orange and lemon groves were planted, roads constructed and the usual needs of a growing community cared for. The soil was soon found to possess almost unexampled fertility and the climate all that the most sanguine and imaginative of the early pioneers had pictured. The busy little city of Los Angeles lay right at the front door of the new community, offering a ready market for its products and a port of entry for the supplies it needed.

It was an agricultural community, however, and the members of the colony expected nothing more. They were content to surround themselves with well tilled grain fields and orchards, to rear their children away from city surroundings and enjoy the limited, though no less pleasurable social intercourse with their neighbors from the less favored East. But it was impossible to keep the attractions of Pasadena from becoming known—and so began and so continues the hegira from the less favored sections of the country to prosperous, progressive Pasadena.

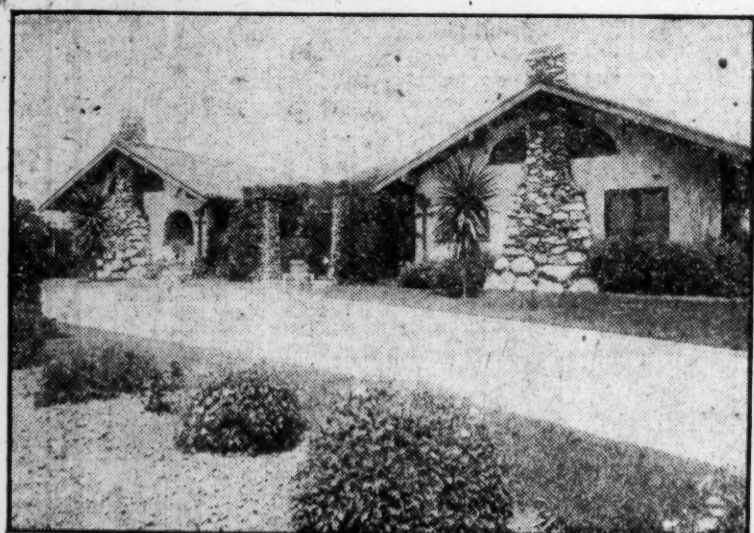
It might be profitable to consider more of this community's history. But let that rest. It is the present that concerns us. We are confronted with the fact that Pasadena has come to be known widely for its progressiveness. Let us ask ourselves what today constitutes a progressive community, and then in the answering of this question make our study of progressive Pasadena.

The fact that Pasadena is preeminently a city of homes ought to afford the first proof of the city's progressiveness.

### City of Homes

Pasadena has been called the Crown City of the Valley, because of the significance of the Indian name which it bears, itself telling of the commanding position the city occupies, overlooking the teeming San Gabriel valley. It has been called the Garden City, "the Tournament City," "the Athens of America," "the Ke of the Valley," "the Gateway to Paradise," "the City Beautiful," "the City of Millionaires," "the City Where It's Summer All Winter." All these and many more, but those who know it best and love it most seem of tenest to choose "Pasadena, the Incomparable Home City." They are here in every known variety. The man of wealth has built mansions of compelling beauty, set far back in luxuriant masses of verdure, possessing gardens such as in other countries grace only the palaces of royalty. The home of the moderately well-to-do, a richly set amid flowers of eternal summer, line the streets for miles. The characteristic bungalow is everywhere, mounted by the thousands, always homelike, always vine-covered, always attractive, and these homes are growing in number with great rapidity, as the building records show. In 1908 building permits were issued for a total valuation of \$1,340,241.40, the number of permits being 1002. In 1909 the number of individual permits increased to 1122, and the valuation to \$1,888,826. The following year the permits stood at

new Young Men's Christian Association building, recently erected at a cost of nearly \$200,000. The Young Women's Christian Association also occupies a commodious building, centrally located, and owned by the association. Another interesting fact, showing the power of a Christian community, is that the saloon is here an outlaw. There has never been and probably never will be an open saloon. The liquor problem is handled in a peculiarly sensible and effective manner. Another indisputable sign of a great city lies in its public system, and here Pasadena is unquestionably in the front rank. The various grade schools are housed in commodious buildings, those erected in recent years being invariably of brick, stone or cement construction. Most of the grade schools are pro-



Typical bungalow in Pasadena, where practically every home has lawn and flowers

vided with kindergarten annexes. The high school building is handsome architecturally, but much overcrowded. At the present time the well-equipped buildings of Throop Academy are in use for polytechnic studies.

Upon a beautiful site on East Colorado street is being erected a splendid group of reinforced concrete buildings, the Pasadena Polytechnic high school to be. This is to be completed and ready for occupancy by next fall and with equipment will represent an outlay of \$550,000. Experts believe that when in operation this group will be equal if not superior to any similar educational plant in the West.

There are numerous private schools of various grades. Notable among them is the Elementary Polytechnic school, conveniently and richly housed on East California street. Then there is the well-known Throop Polytechnic Institute, which aspires to be the Massachusetts Institute of Technology of the West. There are now in the public schools of Pasadena 275 teachers and 27 school buildings. These are arranged, located and equipped in the most modern fashion and with an eye single to efficiency. For the coming year an expenditure of something like \$400,000 is contemplated for the support of Pasadena schools.

### Clubs and Orders

Practically every fraternal organization in the country is represented in Pasadena. Several of these, notably the

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# THE PANAMA CANAL

## CALIFORNIA'S CONTRIBUTION



Mission San Buena  
Ventura

### The Panama Canal and California

#### CALIFORNIA'S CONTRIBUTION TO THE WORLD

BY ROBERT NEWTON LYNCH  
Vice-President and Manager  
The California Development Board, San Francisco

WORKMEN are now engaged in removing the Culebra Cut in the Panama Canal. Within one year this check in the stream of commerce will be removed, and the flow of trade will go forward unimpeded between the Atlantic and Pacific Oceans. For four hundred years the eyes of the world have been upon this strip of land, and it has been the dream of engineers and nations to construct a waterway through this narrow isthmus. The great glory of this accomplishment was reserved for the United States and bids fair to revolutionize the commerce of the world and create new routes for the world's traffic.

To estimate the extent and implication of this wonderful achievement is not granted to the imagination of the most gifted prophet of the present day. Even in this age of exact and extensive information, of carefully compiled and interpreted statistics, of a thorough knowledge of the world's markets and of the history of the movements of trade and of peoples, one may not attempt to predict the exact influence of this greatest of engineering works. The opening of this waterway makes possible the dream of Columbus to sail due westward from Spain to the East Indies and add new

laurels to his enduring fame as a daring geographer. New lands and marvelous markets with hundreds of millions of people coming into new and closer touch as a result of this new route, will work commercial wonders.

In all this new adjustment of physical world relations, it seems safe to say that California and the Pacific Coast is the territory most profoundly affected. The recognition of this fact was probably the determining consideration which led the United States government to select San Francisco as the location for an exposition to celebrate the joyful completion of the work itself. The great ships of the world, finding themselves as if by magic, several thousand miles ahead of their schedule as they pass through this new canal, will proceed up the coast to the land of golden romances, and amidst the most lavish gifts of God will reverently offer thanks for granting to the hand of man the ability for such colossal achievement.

Only a brief sketch is possible of the great resources of California and of the probable effect of the opening of the Canal. Suffice it to say that from its earliest history California has possessed a fascinating reputation for all that is beautiful and desirable for human enjoyment. In olden days fables and legends of a wonderful region in this then unknown part of the world attracted the most adventurous and daring navigators. Once discovered, the solid realities proved more desirable than the expectations had pictured them.

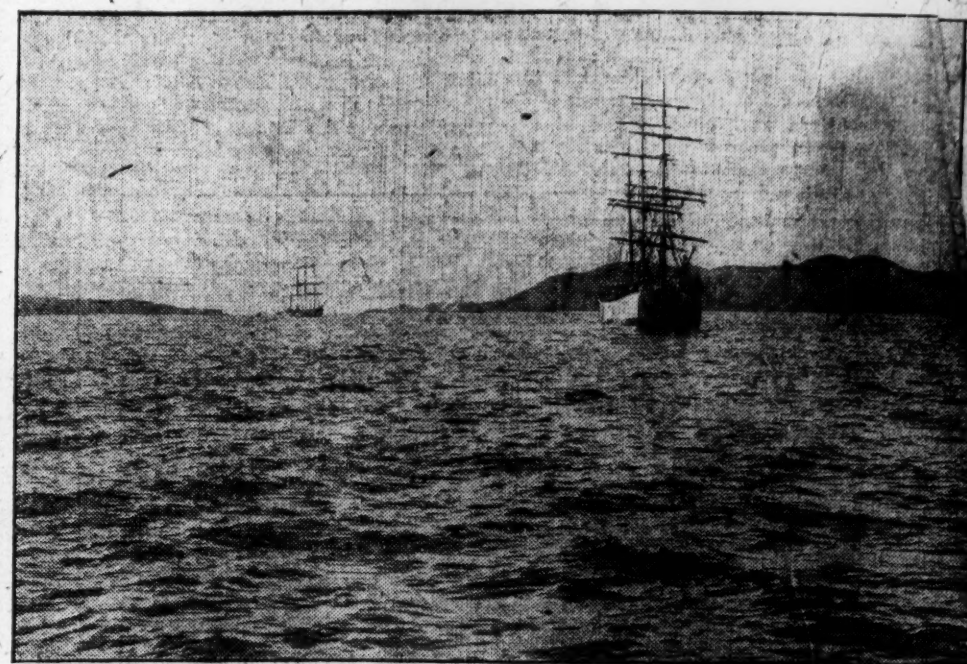
Although remote from the world's population the discovery of the great mines of gold brought people and immediate statehood. Men coming to seek gold, which for more than sixty years has been produced in such quantities as to make the state consistently preeminent in the annual output of this precious metal, were led to appreciate the greater wealth residing in the climate and soil. Thus resulted the cultivation of an agricultural and horticultural wealth which dwarfed the mineral resources to a mere incident. The productivity of the State, under casual and partial cultivation, with a sparse population in its vast reaches, actually totaled one billion of dollars in 1911. Only one tenth of this was mineral. This immense value of products comprises a bewildering variety of crops. It is the boast of many individual counties that every fruit, flower, tree or crop grown in the temperate zone may be raised to perfection in commercial quantity within its confines. A concrete illustration of this striking fact may be found on a certain farm in the upper Napa Valley where rose trees entwine themselves around sturdy pines, which in turn shadow orange trees producing perfect fruit.

A remarkable combination of favorable circumstances conspire to make California what she is. The climate is mild and equable throughout the year in all sections near the coast. The great valleys of the interior have an intense dry heat in summer. This heat is welcomed because of its values as a fruit-ripeners. It is true that California has plenty of signs of winter in the tops of the high mountains, plenty of heat in certain valleys, dry, thirsty deserts in its remoter sections, but on the whole its matchless climate bestows upon a large area of arable land a high economic value, and a paradise in which to reside. The soil of California is incomparably rich. That, for instance, in the Santa Clara Valley has no rival for richness and depth in the entire world. Added to these, there is a wealth of mineral, timber, and other natural resources which make this State one of the most valuable possessions of the United States.

The development of California has, to the present day, been accomplished with a very high type of population. The most adventurous, aggressive and hardy pioneers originally sought the coast. Thousands of people successful in the strenuous competition of the eastern states have brought the fruits of their success and their matured abilities as a contribution to the more congenial surroundings of this State. The more successful of foreign immigrants to the United States have pushed on, advantaged themselves of the attractive opportunities of California, and have greatly contributed to its intensive development. Hundreds of thousands of investors and homeseekers have migrated to California until at the present writing the State has 2,500,000 of people, with an average increase of 100,000 per year to its permanent population. The establishment of additional trans-continental railway facilities, the opening up of the wonderful scenic attractions of the State—particularly Yosemite—have turned in a measure the tide of tourist travel from Europe to the Pacific Coast, making California increasingly the playground of the United States.

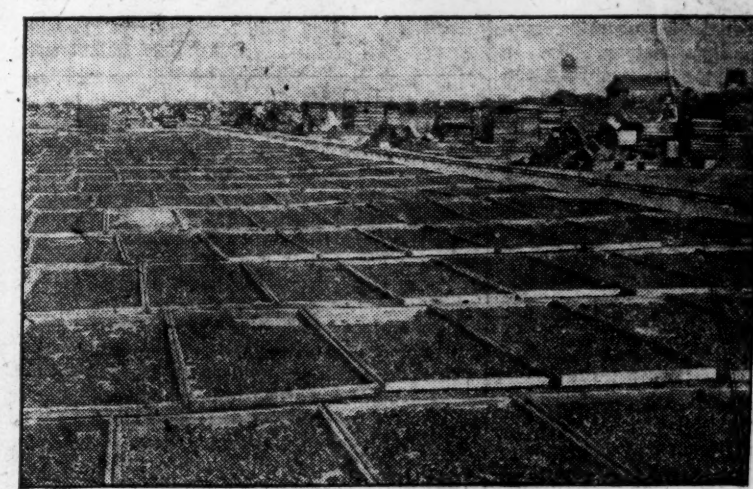
Without the advantage of the Panama Canal, California had a marvelous future; with the added advantage of the Canal, her harbors, her resources, her population, cause her to occupy a strategic position in the future commerce and traffic among the nations of the world.

The effect of the opening of the Canal may not be left entirely to the imagination. Doubtless one of the strong reasons for the United States to construct this Canal was the knowledge that the Pacific Coast was as much the coast of the country as the Atlantic, and possibly more subject to attack in case of the



The Golden Gate, San Francisco

unfortunate contingency of war. To properly protect both coasts would require a doubling of our naval expenditures, due to the fact that vessels must journey 15,000 or 20,000 miles to pass from one coast to the other around Cape Horn or through the Straits of Magellan. With the Canal open vessels can pass with great facility from the Atlantic to the Pacific Coast. This wise provision for greater protection naturally opens up the eastern and western coasts of the United States to dazzling possibilities of interchange of commerce. The distance from Liverpool to San Francisco is lessened by 5687 miles, opening up the markets of Europe immediately to the products of California. The nations of the world taking advantage of the opportunities of the Canal will send vessels, for example, from Liverpool to China with a saving of 5687 miles, or from Hamburg and other European ports to Australia, with a saving of 5531 miles. These vessels sailing through the Panama Canal and taking the shortest—that is the great circle—route to their destination in the Orient, will pass within 100 miles of San Francisco Harbor, making California a port of call and opening up trade routes of infinite potentiality. These same vessels will find it convenient and profitable to bring to the Pacific Coast a great tide of immigration, which will be attracted by the many opportunities and favorable conditions existing in such rapidly expanding and richly endowed sections as California. It is thus inevitable that within a very few years the soil which has been superficially cultivated will, under inte-



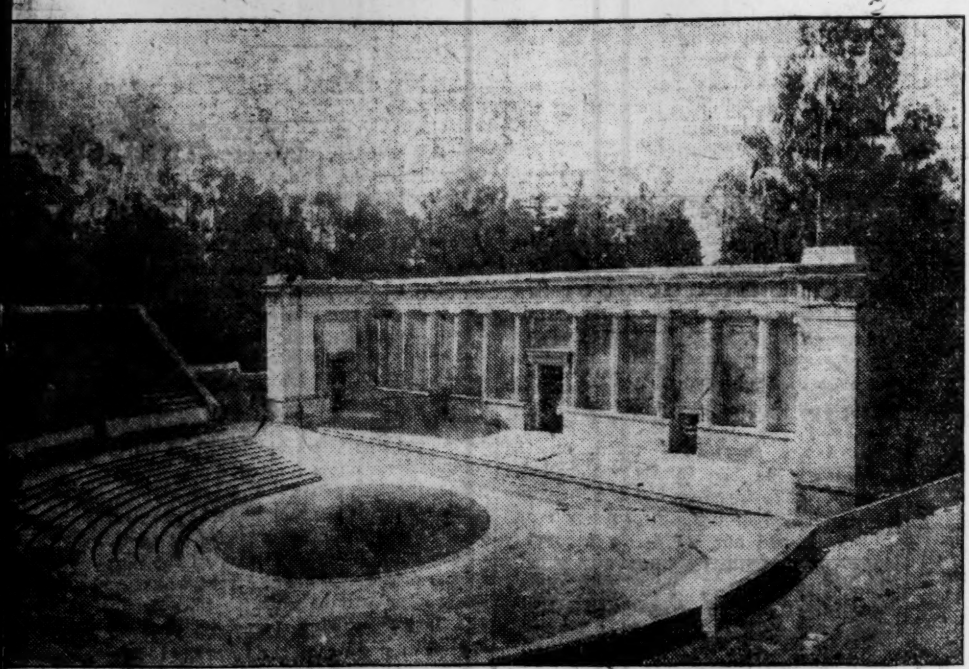
Drying Prunes, Santa Clara Valley



Luth Burbank's Spineless Cacti



# CALIFORNIA CONTRIBUTION TO THE WORLD

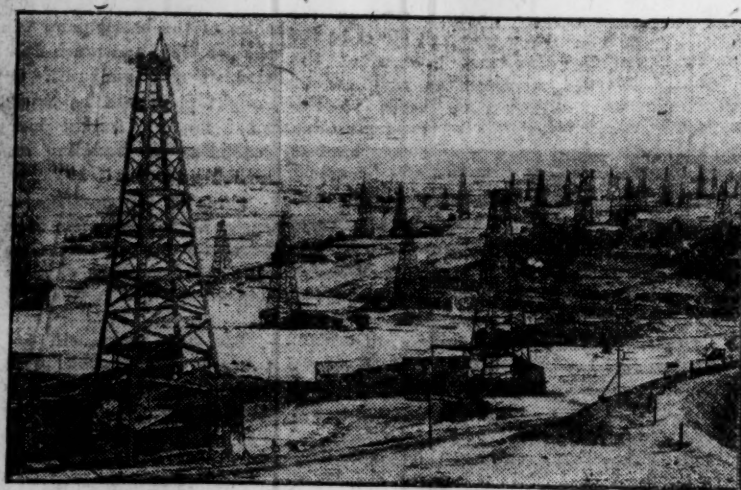


Greek Theater, University of California

the manipulation and scientific methods produce many fold its present output. The ultimate effect of the opening of the Panama Canal will be to increase population, and it seems safe to predict that 5,000,000 will find ample opportunity in the State by 1920, and that 10,000,000 will be living here to advantage in 1930.

Not only will California feel the effect of the Canal in increased population but states to the north and the great hinterland of Nevada, Utah and Arizona to the east will develop in importance and will find their maritime outlet at the Harbor of San Francisco.

Many causes have prevented large manufacturing in California up to the present time. Chief among these are the sparseness of population, long and expensive hauls, for both raw material and manufactured product, lack of cheap fuel and a limited supply of skilled labor. With the opening of the Canal, transportation will be much cheaper and numerous trade routes will be established with rich foreign markets in easy reach. Within the past ten years petroleum has been found, and the oil fields have been developed until in 1911 the tremendous total of 3,744,044 barrels were produced.—38.17 per cent of the production in the United States, and 22 per cent of the total world's output. With improved oil burners this gives an immediate supply of cheap fuel. In addition to this the mountains have been mined upon for electrical power and the State now possesses the longest power line in the world. This ability to transmit



Oil Field, Bakersfield



Rancher's Home, Sacramento County

electrical power for hundreds of miles without loss has been one of the most vital discoveries of the present age and a priceless boon to California conditions. It is impossible to believe that California, with her climate favorable to outdoor manufacturing the year round, with ideal conditions for industrial workers, with her power and fuel, will not eventually have a vast industrial development when the Panama Canal adds the only other necessities of cheaper transportation and closer trade relationships.

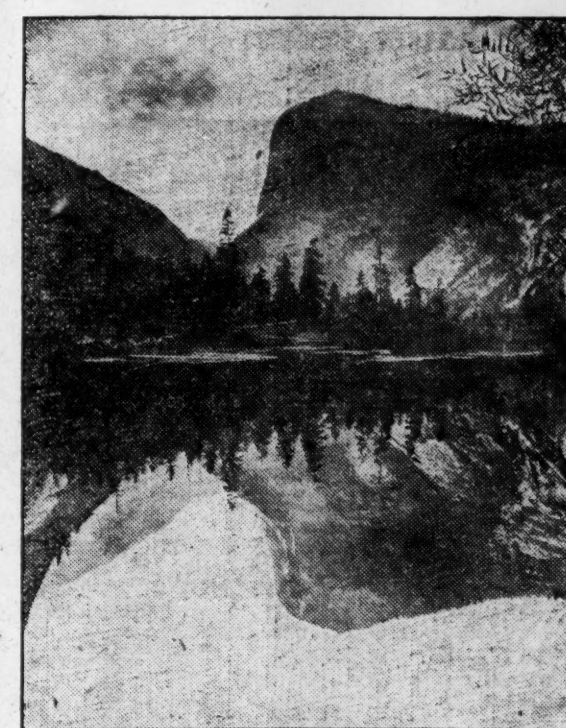
While the advantages and possibilities of California are undeniable, it is difficult to exactly catalogue the bewildering array of facts and figures which make up the annual production of the State. To get the concrete facts regarding such an extensive and productive region as California is a serious task and taxes the statistical facilities of federal, State and corporate machinery. In order to intelligently place the homeseeker, investor and immigrant it has become necessary to make a very close and thorough study of California's rapidly expanding opportunities, and to arrange these for the immediate information of intending settlers. This exacting task has been undertaken by the California Development Board,—a public institution affiliating the various Chambers of Commerce, Boards of Supervisors, and local public bodies throughout the State. The Board also fosters relations with federal bureaus for the gathering of agricultural, horticultural and irrigation statistics, and with the University of California and State statisticians, besides having its own independent machinery for the collection of facts. An attempt is being made to find the exact truth, whether the facts prove favorable or otherwise, regarding every portion of the land in the State, business openings, manufacturing opportunities and industrial needs. This program is being pursued without prejudice and will be a great protection against bad colonization schemes and interested efforts to exploit the unwary. The Panama-Pacific International Exposition in 1915 at San Francisco will be the occasion of bringing to the Coast many thousands of people, many of whom will remain, and the need for reliable information will be felt even more keenly than it is now.

The plans for the Exposition are upon a vaster scale than any similar undertaking has ever dared to dream of. Set upon the shore of the great hill-encircled harbor, and reaching from the center of the city, to the famous Cliff House Heights upon the Pacific Ocean, will stretch the imposing display of many nations, erected in honor of the completed Panama Canal. Not only will the European nations enter into the celebration, but the nations of the Orient, for whom the new route means tremendous leaps in international trade, have been among the first to join in the plans for the comprehensive world exposition. The Exposition will be the impressive exhibit of man's achievement throughout many years in many lands and by many races. Not content to include merely the product of man's intellect and industry at its best, the planners of the Panama-Pacific International Exposition conceived the bold idea of bringing to San Francisco in 1915 the flower of the whole world's greatest and best at the present time, and arrangements are being made to hold conferences, throughout the months when the Exposition is open, of these men of achievement from every corner of the globe. No thrifty housewife ever took more solicitous care for the entertainment and comfort of her expected guest than San Francisco is taking for the anticipated visitors of 1915. Beginning five years before the event to plan for its happy consummation, every undertaking of the phoenix-like city must stand the test of harmonizing with the great 1915 scheme of things.

The ambition of the loyal Californian is that his State shall be the most livable place in the world. He may talk overmuch about the glorious climate, the superlative beauty of the scenery, and the fabulous wealth inherent in the soil, mines, forests, and streams, but be sure he is not spending all his energy that way,—he is honestly endeavoring to promote every movement that promises to make his beloved State more nearly the Eden that has never existed, but to his great faith is about to exist in the Golden State.

Tourists from other parts of the country invariably remark upon the pleasing aspect of the country home as seen in California. The comfortable bungalow has become a well-established style of home building, and is a most agreeable change from the uncompromising angular structure which is seen in varying degrees of ugliness throughout most of the farm area of the United States. Her legacy of Mission architecture has not been neglected, but has passed along in its adapted forms to the rest of the world.

The small farm as seen in the better-settled districts of the State is a thing of beauty,—a bit of perfectness from its comfortable, modern home to its every inch of carefully cultivated soil. The large ranches are being broken up into small farms and the number of homes continually increasing. During the decade 1900-1910 the number of farms under 50 acres in size increased by fifteen thousand. Nevertheless, the average size of the farm holding in California in 1910 was 318 acres.



Mirror Lake  
Yosemite National Park

The small farm is destined to be an important feature in California's social and economic development. We hear much of the "Back-to-the-land" cry these days, especially in connection with the crowding of the foreign people into their little Italies and Ghettos. Nowhere in the United States are there so many and such a variety of foreign races living successfully off the soil as in California. This State is proving the laboratory where, given favorable conditions of soil, climate and commercial opportunity, the immigrant demonstrates his adaptability and success. In fact, her foreign population has been an important factor in the development of California's intensive farming; it remained for the Europeans, trained through centuries to careful, patient, and unceasing cultivation of their hardy-gotten bits of land, to demonstrate practically what may be done with a small plot of land intensively cultivated.

One of the subjects most frequently discussed in this State by all bodies,—civic, social, religious, and finally political,—during the past year has been that of California's preparation for the immigrant. Recently the Governor of the State appointed a Commission of persons who are experienced students of the problems of immigration, to review the situation facing California with the opening of the Canal, and make recommendations to the coming Legislature for such laws as will prevent the development of the undesirable features which have accompanied immigration in the east.

The Commission conceives its work to be, not the devising of remedial measures, nor paternal devices, but the laying of our civilization upon such broad and solid foundations of social and economic well-being that there will be no lodging place for the conditions which breed slums, practical slavery, and anarchy. All the worst features of the Immigration problem have a very direct and obvious relation to lack of protection and direction at the time of the immigrant's arrival, to housing in crowded quarters, and to labor laws which permit inhumanly long hours, omission of safety devices, and underpaid service. The commonwealth that refuses to tolerate these abuses provides by so doing that it will never have the worst elements of the immigration question to cope with. And so California believes that she is preparing a livable place for countless millions in the years to come, when she now, before congestion is a possibility, takes precautions that it never shall become a possibility.

It is conceivable that when the last word is said of California's contribution to the world, it will not be of her wealth of yellow gold, nor of her golden fruits which have tickled palates the world round, nor of her beautiful scenery which has been the playground and inspiration of nature lovers from the four corners of earth, nor of her much-lauded climate, nor yet of her commercial achievements upon the path of the world-encircling ships,—but rather that, given many natural riches, she grasped her opportunity of adding to them social, civic and economic beauty until her spacious areas, rural and city, became a land of livable homes for whoever came with hope and honest endeavor to dwell beneath her sun.

—Advertisement.





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## FRUIT GROWING IN WASHINGTON STATE A THRIVING INDUSTRY

Fertile Soil and Ideal Climate Combine to Give Many Varieties of Fruits and Vegetables in Abundance

### GROWTH OF MARKETS

TACOMA, Wash.—Hundreds of rivers with their founts in the mountains which shut western Washington from the east, wearing down, century after century, through forests and plains on their way to the sea, have threaded the whole land with fertile lands, as wonderful in producing qualities as the strips of soil that border the Nile. Thrown up out of the sea, encircled by the soft waters of Puget sound other hundreds of bits of fertility, little, verdure-crowned islands, double and redouble the agricultural possibilities of the country.

A soft, warm sun, an even temperature and a rainfall at once as tepid and pleasant as it is abundant, complete the ideal climate combination for the production of various varieties of fruits and vegetables, especially of the smaller, close-to-the-ground sort. Experiments are yearly proving that tree fruits and grains reach a high degree of excellence in the Northwest when properly planted and grown, but as yet vine and shrub products, and vegetables peculiar to the

toilers, season in and season out, bend to their tasks—and down the thoroughfares collecting, recommending, ordering and taking orders, comes—the "association" agent.

The Puyallup & Sumner Fruit Growers' Association, a cooperative organization of fruit and vegetable farmers, is the peculiar and characteristic development of a country, rich enough in itself to furnish the tables of a good part of the whole nation, and yet so far removed from the big demand centers as to practically perish if united effort were not utilized to the utmost for the benefit of each and all.

There are, of course, big local markets. To supply these the Japanese lease tracts from land owners (they are not allowed to own land under the laws of Washington), and by putting wife and children and hired help to work in the fields, fill the markets daily with delicacies to tempt epicures.

Numerous white truck gardeners who have made an expert study of land and plant qualities supply the niceties that the orientals overlook. But there is a tremendous surplus, and it is to utilize this and band the white farmers together, and last but by no means least to promote a community spirit working for the preservation of the land as well as the immediate filling of pocket books, the fruit growers associations have come into being.

There are several of them, on the islands and in the fertile valley "belts" of western Washington, but the Puyallup and Sumner being the best known and having worked out its policy thoroughly make the best illustration.

### Fruit Growers' Associations

Any farmer living within hauling distance of Puyallup, which is headquarters, is eligible for membership in the association. The dues are small, carrying

### PUYALLUP VALLEY BLACKBERRIES



Thousands of crates of the juicy black cones are yearly shipped to local and eastern markets

table, dominate the gardens and fields of what is known as the Puget sound country.

Early settlers, pioneering in Washington at no very remote date, "took up" the valleys and the sun-kissed slopes of the islands and planting such things as were needful for their families, lived and in a moderate way prospered. Agricultural wizards had not yet revealed the secret of making two giant strawberries grow where one specimen had pulled through to maturity before, and the Burbank potato was an unknown quantity.

But railroads pushed their steel feelers out to the Pacific. Enterprise began its hunt for opportunity. Along the valleys the old pre-emptions and homesteads were cut up into five and 10-acre tracts—large enough for berry farms. Values soared on the islands and to meet the interest on the increase intensive farming took the place of the old order.

He is assisted this year by W. D. Cotter, vice-president, and I. H. Ridley, secretary and treasurer, both of them practical farmers.

Growers are not in any way bound to market their produce through the association. They may sell direct to the commission men and grocers of the nearby cities as much as they choose, though the association tends to this branch of disposing of products also. Their surplus they may either haul or send to Puyallup.

Here during the berry season pre-cooled cars wait every day to carry western Washington strawberries, raspberries, currants, loganberries and the like as far east as Chicago and Denver. Enterprise, coupled with the ability to "deliver the goods," has resulted in large and continued orders from the big fruit merchants of the middle West.

**Cooperation**  
Prime fruit only can be sent—fruit that is firm and will stand the jar of travel. To utilize the balance of the huge yearly crop and to care for the small vegetables and tree fruits that are raised in the district a cannery has been built in Puyallup. Enterprise and the quality of the goods has again resulted in large and continued demand for this output of the association.

But marketing their produce is not the only office the association has made their cooperative scheme fulfil. Through its officers it has accomplished the seemingly impossible task of buying seed, sugar, hay, grain, flour and other necessities at cheap rates, and so reducing the cost of living for its members.

Potash, lime and other fertilizers are purchased in carload lots, and distributed where needed. Experts analyze soils, advise as to crop rotations, prescribe fertilizers. Credit for necessities is extended members, and a sort of community banking system has grown up. The association makes loans at 4 per cent, the same interest paid on saving deposits in the banks. And an interest in all for each and each for all has developed, which if no other benefits accrued would make growers' association a success.

## SAN FRANCISCO READY TO SPEND \$9,000,000 FOR WATERFRONT

New Piers, Ferry Slips, Sea Wall Made Possible by Bond Issue Will Double Port's Pier Area

### WORK COMPLETE 1914

SAN FRANCISCO, Cal.—A net increase of approximately 50 per cent in San Francisco's facilities for docking vessels, the addition of about four miles to the effective waterfront of the city and the practical doubling of the port's pier area will result from the completion, before the middle of 1914, of new piers, ferry slips and sea wall, made possible by a recent bond issue of \$9,000,000 for permanent waterfront improvements.

Chief Engineer Jerome Newman has completed and the state board of harbor commissioners has approved the general plans for all of the new construction work. Five of the new piers to the south of the ferry building, a 2000-foot section of sea wall, seven new piers to the north of the present Lombard street wharf and ferry slips will be built to take care of the city's growing transbay passenger traffic.

Condemnation proceedings have been commenced to establish the city's right to develop 64 blocks of submerged land near the India basin, funds for the requirement of which have been provided by a special bond issue of \$1,000,000. The closing of the present gap in the sea wall will restore to the harbor commission the right to build wharves along the China basin, now under lease to one of the transcontinental railroads.

### Revenue Sources

The harbor commission has during the past 20 years constructed 13,000 lineal feet of permanent sea wall, including the work now in progress, and has reclaimed upward of 25 acres of valuable land, the rentals of which amount to about one-half of the total revenue of the port.

Another important source of revenue, and one which has recently made possible a 10 per cent reduction in wharfage charges, is the rental of the Ferry building, which, as the point of arrival and departure for the greater part of the city's passenger traffic, has all the features usual to a large union depot. Three transcontinental railroads have their terminals here, as well as many of the suburban lines, which carry upward of 100,000 commuters daily to and from their homes in the transbay districts.

To carry this great stream of people safely across El Embarcadero, the broad sea wall street used by heavy teaming, a viaduct will be built leading from the second story of the Ferry building and branching to the sidewalks on both sides of Market. This will also make possible the filling of the gap in the belt railroad, thus joining the two divisions to the north and south of Market street and effecting a great saving to shippers, enabling them to transport freight in carloads from one end of the waterfront to the other. This work will be finished before Jan. 1, 1913.

### Spur Tracks

The running of spur tracks on both sides of the broad piers will bring about the complete and much-desired co-ordination of ship and rail. Several of the freight piers will be equipped with the most modern freight handling devices, consisting of traveling cranes, telfers and ship towers.

Three of the new north piers will be assigned to passenger service and will be two stories in height, so that passengers can disembark on to the second floor and escape the confusion of the freight deck.

The new piers will be of the most modern and durable construction, and in their design embody the best experience of the past and the advice and proposals of the port's leading shipping and commercial interests. Concrete will be used wherever practicable.

### Results

These additions to the port's shipping facilities will provide for the handling of approximately 10,000,000 tons of shipping per annum. The annual report of the engineering department of the United States army places the port's total short tonnage at 7,325,000, valued at \$222,300,000 for the year 1910, since which time the congestion has been relieved by the construction at Black point by the United States government of an army supply depot and transport terminal with these 500-foot concrete piers and connecting sea wall 1100 feet in length. Ultimately the Belt railroad will be extended to the government transport docks by the construction of a tunnel under El Mason.

San Francisco will be ready for the opening of the canal. The work already under way will provide ample for handling the influx of new shipping, while the permanent character of the construction and the care exercised in layout and design will give the port harbor facilities excellent in proportion to size by none of the world's great shipping centers.

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## OREGON ENJOYS GOOD PROGRESS IN MANY LARGE WAYS

Rich Harvests, Wide Railroad Building, Engineering Accomplishments Mark a Year of General Prosperity

### IMMIGRATION BOARD

PORTLAND, Ore.—The past year has been so favorable to the development of Oregon along all substantial lines that the people of the state may well feel regret at the passing of 1912, were it not for the splendid promise for continued growth. Never before in its history has there been such a general feeling of well-being and content among the people, and everywhere there is well-founded confidence in the future.

Primarily an agricultural state, Oregon's orchards, fields and gardens have yielded abundantly and the year has set a big total of new wealth from these sources. During the year there have been great areas of new land brought under cultivation for the first time. This is, for the most part in eastern Oregon, where a great extent of new country has been made available for the homesteader. The wide-spreading prairies of the interior, having lain idle since the beginning of time, are now accessible to the settler and the time of immigration that is setting in will doubtless grow to large proportions during the coming year.

### Railroad Building

Railroad building has probably been the most pronounced activity of the past year, new lines of steel following the Deschutes river south from the Columbia, having penetrated the mid-Oregon region, linking this great and heretofore isolated section with the outside world.

Before the Hill and Harriman systems, the past year, chose the Deschutes canyon as the traffic gateway to the interior, central Oregon had an area so wide in extent that the whole of the state of Ohio might have been placed in it without a single railroad touching either of its borders.

The completion of these lines not only means the settlement of these vacant lands, but it is of great benefit to Portland, for this city will be the market for the vast wealth to be produced each year by this long neglected region. Out of it will come a heavy tonnage of wheat and livestock. The pine forests that lie along the eastern slopes of the Cascades will have a commercial value now that the railroads offer transportation.

Nor has western Oregon been neglected in railroad building. During the past year the coast region at Tillamook has been connected with Portland by a new branch of the Southern Pacific. The same company is building another new line to the coast from its main line at Roseburg, which will tap the Coos Bay country, a region rich in timber and dairy products.

This is the age of the interurban electric train in the Willamette valley, the Hill system having extended its trunk line from Salem through Albany to Eugene. This system will unquestionably further develop its territory by main lines and feeders in the future. Nothing will so develop the Willamette valley as these trolley roads, offering, as they do, quick access to market and making for intensive farming. This means the cutting up of large farms, more expert agriculture and increased population.

During the past year the Harriman in-

terests, too, have made a start for a comprehensive system of electric lines through the west side of the Willamette valley. A part of the Southern Pacific will be electrified and new mileage added. The project has been put into the hands of Robert Stralhorn, builder of the North Coast railroad. He not only proposes to complete the lines of railway, but to foster the development of the territory by encouraging settlement and building up industries to afford convenient markets for the products of the farms.

The Portland Railway, Light & Power Company has had a busy year. New lines have been laid throughout the city, the better to handle the ever-increasing traffic. During the past year it has expended in betterments \$5,200,000, and estimates and plans, under which work is now going forward, will total nearly as much more.

Reconstruction and extension of its street car lines during the past year have cost \$1,000,000. It spent \$325,000 in 1912 in paving between its tracks and has completed a \$500,000 car shop, the most complete on the Pacific coast. This company furnishes the electric light and electric power for a territory covering 100 miles square in and around Portland. It has 267 miles of railway, street and interurban; it maintains 8200 miles of light and power wires and produces each day 45,000 kilowatts, the peak load sometimes running up to 50,000. The company handles 80,000,000 passengers yearly and has subject to development 120,000 horsepower of electric energy.

### Engineering Work

The biggest contract the company has on hand at the present time is the completion of the hydro-electric development on the Big Sandy and Little Sandy rivers near Portland. This will cost more than \$4,000,000. The project means the diversion of the water from one river to another through a canal and tunnel and the leading of the water, by flume, into a reservoir where a fall of 325 feet will be secured.

The company added 100 cars to its equipment the past year at a cost of \$700,000. It operates 610 street cars with an entire equipment of interurban, freight and street cars amounting to 1185. This is said to be a larger proportion, according to population, than exists in any other city in the United States.

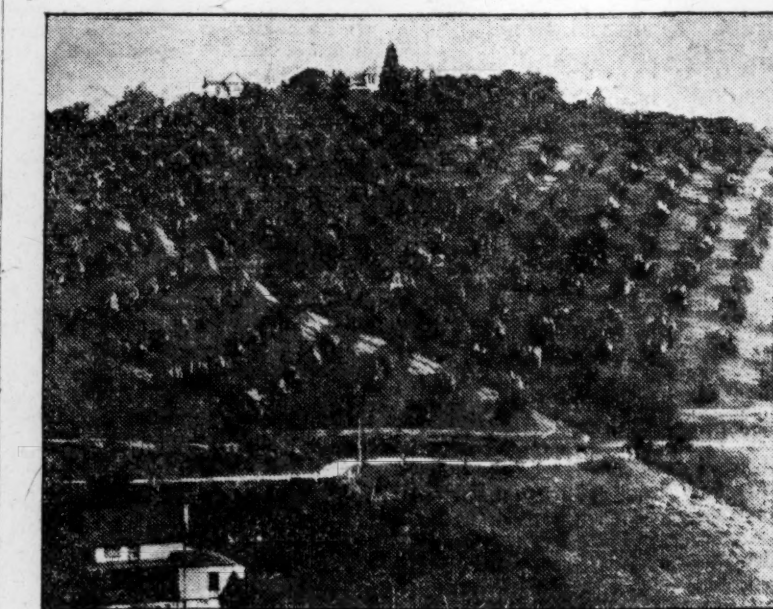
Never before have Oregon cities paid so much attention to their general appearance as during the past year. It has been a period of street paving and lighting, the installation of water systems, the building of parks and the adoption of a comprehensive scheme of beautification. New schools and libraries have gone up throughout the state, and our cities and towns have never been so attractive.

There has been a notable trend throughout Oregon toward agricultural development. A country life movement has been inaugurated and has been remarkably successful. The new earth education has found a place, not only in the high schools, but in the primary schools as well. Children of the state are vying with each other as to who can grow the best gardens and capture the prizes at county and state fairs. To many this is the most hopeful sign of the times in Oregon. Its logical result will unquestionably be a real back-to-the-soil movement.

By means of a special appropriation, secured from the last Legislature, the state immigration board has been able to compile a booklet that is accurate and comprehensive. This will be widely distributed and will be the means of bringing to this state many immigrants from the older settled portions of the country who are looking for just what Oregon has to offer in its vacant agricultural lands.

As the state has prospered industrially and commercially, its people may also point to advances along humanitarian lines. One of the greatest of these has been the adoption of a genuine prison reform policy by Governor West which promises to have splendid results.

## YEAR OF ABUNDANT CROPS IN FAMOUS SACRAMENTO VALLEY



One of California's olive orchards at Auburn

SACRAMENTO, Cal.—Few persons not familiar with California and her many fruitful valleys realize the exact magnitude and scope of the Sacramento valley. It is a veritable inland empire, comprising more than 12,000,000 acres. It extends 200 miles north and south and is 50 miles wide, no-point of which touches the seacoast, the nearest approach being at the extreme southwest corner, or Solano county, which is but a few miles from San Francisco.

The great river, after which this valley takes its name, is the longest and largest in California. It is navigable for many miles, river steamboats plying regularly between Sacramento, the metropolis of the valley, and San Francisco.

The Sierras border this valley and form a conspicuous part of the scenery, of which the residents are proud. Within them are many beautiful canyons, waterfalls and lakes, nearly all of which are now accessible by rail, or at least with the addition of a short stage journey which only enhances the trip. At the extreme northern point stands beautiful Mount Shasta, capped with white the entire year, and the tallest and most famous of California's peaks.

Within a comparatively small radius of California's capital is produced 75 per cent of the total amount of deciduous fruit raised within the state. Citrus fruit, also, is now raised in great abundance, and here are to be found certain conditions that are particularly favorable for the production of the orange, pomelo and olive.

Agriculture by no means comprises all of the activities here, however. Lumbering and mining are still producing much of the valley's wealth. Minerals, particularly, enter very largely into the total. Gold was first discovered in California in 1848 in El Dorado county. In 1911 the mine output of the entire state, comprising gold, silver, lead, copper and zinc, was valued at \$25,174,677, while seven of the twelve counties of the Sacramento valley produced minerals valued at \$12,687,845, or more than 50 per cent of the total.

The West, through necessity, has, as one recently expressed it, learned to think in large quantities. Naturally many of the great irrigation enterprises, and other undertakings of magnitude, are lost sight of to some extent. Yet, at the present time there is under construction in this valley the second largest irrigation dam in the world. It will aid in the reclaiming of many acres of land, and will store flood waters for their irrigation and at the same time provide vast electrical energy. In another section of the valley one company is pre-

paring to irrigate 250,000 acres of land that has been up to the present time but arid desert.

## Sacramento, California

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Are beautifully made, having a full 6 in. box with Imperial edges, covered in finest quality of art ticking. Made in our own light, clean mattress factory, which when inspected by the Sacramento authorities, received their unqualified approval.

PRICES:  
Full size, \$15.00  
Three-quarter size, \$12.50  
Single size, \$10.00

### 30-Day Free Trial

Send us \$15.00 and we will deliver a full sized Kapokeen Mattress to any part of the United States. After it has been used and tested for 30 days, return it to us at our expense, if not absolutely satisfactory, and we will immediately return the money.

*John Breuner & Co.*

Sacramento, Cal.

54 YEARS IN BUSINESS.

Paid up capital, \$340,000.00. Surplus, \$200,000.00.  
Reference: Any bank in California.

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Made from the finest silk floss grown on the Pacific, and by a special process we preserve the resiliency and lightness. Kapokeen Mattresses are very light compared with the ordinary mattress, and can be easily turned. Kapokeen Mattresses can be made over in exactly the same manner as hats. It is the only substitute for hair that can be renovated in this manner.

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The Sacramento Valley is now on the threshold of one of the most marvelous developments ever recorded. Millions of dollars are now being invested in the building of steam and electric railroads; immense irrigation projects are in course of construction; lands that had been farmed to grain since gold was discovered are being cut into small farm tracts and sold to worthy American farmers; everywhere are seen the evidences of the "onward march of progress."

The lands that are offered for sale comprise some of the richest and most productive in the world. There is almost no limit to what can be accomplished on a small farm tract through the magic of irrigation and intensive cultivation. "The small farm well tilled" is the slogan.

The Sacramento Valley beckons to you. Complete information upon the opportunities that are now yours may be had for the asking. The personal statements of people who have made good sound almost like fiction to those who are desirous of bettering themselves. They show how others like yourself have come to the Sacramento Valley and become independent. Isn't it about time that you began thinking about your future? What better way could there be than getting a snug little home out in winterless California, where you don't have to wear ear muffs, where you and your family can wear the same weight of clothes the year round? Don't put off writing. Don't miss place this advertisement and forget to write. Do it to-day. There is only one present time and that is now.

O. H. MILLER, Secretary  
SACRAMENTO VALLEY DEVELOPMENT ASSOCIATION  
SACRAMENTO, CAL.

F. W. WATERS, President E. H. GRADY, Vice-Pres. E. W. HALL, Secretary

## Oregon Bond & Mortgage Co.

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Public Service Corporation Bonds and  
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PORTLAND, OREGON

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Timber Lands

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If you buy property you can make 15 per cent, net, on your investment and have a home in the grandest climate to be found. If you are interested, write

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REDLANDS, CALIFORNIA

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And will be especially pleased to answer any questions concerning Redlands, one of the cleanest home cities in the world. We will give you the truth.

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112 E. State St., Redlands, Cal.

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REDLANDS, CAL.  
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Will mean much for the city of Portland, Oregon. Anticipating its opening we offer a limited amount of

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On five railroads, with 5c fare, hard surface road, 15 minutes from heart of city. Water, gas and oil mains.

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## G. H. Kleinsorge Co.

BOARD OF TRADE BUILDING  
PORTLAND, OREGON



# Seattle, Washington

## Seattle Needs You You Need Seattle

Seattle had 43,000 people in 1890; 80,000 in 1900; 237,000 in 1910; and nearly 300,000 today.

Seattle has 28 banks whose deposits in 1900 were \$17,000,000—today they are \$79,000,000.

Seattle has the largest department store west of Chicago.

Seattle has direct steamship lines to every part of the world.

Seattle's average winter temperature is 40°—summer temperature 64°.

Seattle has less rain fall than New York, Boston or Washington.

Seattle will have, upon the completion of her new ship canal, 150 miles of water front for ocean going vessels.

Seattle is the home of the University of Washington with an enrollment this year of 3000.

Seattle has six of the best equipped high schools in the country.

Seattle has twelve improved and equipped playgrounds for children.

Seattle is the best lighted city in America.

Seattle is building the finest system of scenic boulevards in the world.

Seattle has seven transcontinental railroads.

Seattle is now spending \$20,000,000 for terminals on Harbor Island which, when completed, will make of it one of the greatest seaports in the world.

Seattle, just now, is on the eve of her greatest development and with the opening of the Panama Canal, which is to be completed two years earlier than was anticipated, she will take her place rapidly among the great commercial centers of the world.

ADDRESS INQUIRIES TO

JOINT COMMITTEE OF  
THE CHRISTIAN SCIENCE MONITOR  
661 Empire Building, SEATTLE, U. S. A.

## The State Bank of Seattle Seattle, Washington

CAPITAL, \$100,000.00

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Deals in Substantial Issues of Municipal Bonds  
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### Henry Weller Absolutely Fireproof Warehouse

Safety Deposit Vault in Connection.  
Pianos and Furniture Moved, Stored,  
Packed and Shipped.  
Reduced Rates on Household Goods  
East and West.  
1016 Republican Street  
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### Hetrick Hat Shop

We are showing Dress Hats, also French  
Bouquets.  
Orders taken for Muffs and Stoles.  
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### Mrs. David W. White Pianist and Teacher of Piano

509 19th Avenue,  
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Ask a half dozen stenographers, anywhere, which typewriter they prefer. This has been tried hundreds of times by prospective buyers and the verdicts have been practically unanimous in favor of the

## Underwood Typewriter

"The Machine You Will Eventually Buy"



For Durability,  
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UNDERWOOD TYPEWRITER CO., INC.  
816 THIRD AVENUE, SEATTLE  
BRANCHES IN ALL PRINCIPAL CITIES

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Graduate of the Empire Theater Dramatic School in New York. Late Instructor in Albert School of Expression in New York. Rooms 46-47, Holyoke Block, Seattle, Wash. Phone Main 2536. Res. phone E 7044.

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### CLEAN YOUR HOUSE BY ELECTRICITY

We carry an excellent vacuum cleaner and are always pleased to send one to your home on trial and teach you to operate. Agents for all kinds of electric heating and cooking devices. All goods thoroughly guaranteed.

### C. J. SEEMAN SHOE STORE

3813 Telegraph Avenue, OAKLAND  
A Full Line of Ladies', Gentlemen's  
and Children's Shoes  
FIRST-CLASS REPAIRING

### Genuine Navajo Rugs

FOR CHRISTMAS PRESENTS  
We are located on the border of the reservation; buy direct from the Indians and ship to you. We guarantee every rug absolutely genuine. If interested send for catalogue.  
SATISFACTION SUPPLY COMPANY  
CORTEZ, COLO.

IF IT'S WORTH KNOWING ABOUT,  
IT'S IN THE NEWS COLUMNS  
OF THE MONITOR

## ACHIEVEMENT AND PROSPECTS IN SEATTLE

### Pacific Terminal Company to Erect Terminal Facilities on Harbor Island—\$20- 000,000 for Harbor

### BOULEVARD SYSTEM

SEATTLE, Wash.—Less than 65 years ago the only population in the city of Seattle, which today numbers 300,000, were the native Siwashes who roamed the immense forests bordering on Puget sound. On Nov. 13, 1851, a handful of sturdy pioneers, including men and women, sailed on the schooner Exact from the Columbia river into Elliot bay, which is now overlooked by Seattle from her famous seven hills.

At the spot where the Seattle forefathers first landed and where the Thanksgiving form of the Puritan ancestors was perpetuated, there now stands a beautiful shaft commemorating not only the advent of the first white settlers of Seattle, but likewise the dominant energy and faith which caused them to select this wild and heavily timbered spot and to bestow upon it the symbolic Indian name of Al-Ki, meaning "by and by." It was as though with prophetic eye that these pioneers were enabled at that time to look down the years and see where, a little more than half a century ahead, while some of the children of that party yet remained, there would be reared a city which for beauty of construction and surroundings, for progressiveness and achievement, and for many other attractive features has few peers.

The city of Seattle is named for Chief Seattle or Seattle who was friendly to the whites and instrumental in the promoting and carrying out of the treaty made by the pioneers with the Indians.

### Lumber Industry

The lumber industry and coastwise commerce of Seattle developed slowly but surely and with the advent of the railroads in the early 70's this city was one of the most energetic communities in the Northwest. The terminus of the Northern Pacific, in spite of the efforts on the part of Seattle citizens to bring it here, was located in a neighboring city where the railroad had been given the townsite. Again a valued quality of the Seattleite was displayed when the entire citizenship, men, women and children, assembled on May 1, 1874, and with pick and shovel began the construction of a railroad line to rival the Northern Pacific. The completion of this line connecting with the Canadian Pacific, induced the Great Northern to select Seattle as the terminus of its system and in time forced the Northern Pacific, the Harriman lines, the Chicago Milwaukee & St. Paul and other transcontinental railroads to build to this great Northwest port. The advent of the early railroads stimulated the advancement of Seattle and the city was moving forward in great strides, when, in the year 1889 not only the entire business district but a large portion of the residence section was burned. Again the indomitable courage and energy of the citizens were shown, and

in this connection another side of the Seattle character was brought to light. At a mass meeting following the fire, it was not only agreed to build the city on larger and more attractive lines than before, but it was unanimously voted that an appropriation made, prior to the fire, by Seattle for the relief of the Johnstown flood refugees should go forward as agreed regardless of the need of the fire refugees at home.

From the ashes of that great fire arose a young giant of a city, more virile,

was 94 per cent. It is known that 50,000 immigrants have already purchased installment tickets for the Pacific coast to be used immediately following the opening of the Panama canal and the majority of this number will come to the Pacific Northwest of which Seattle is the gateway.

The reason for these immigrants coming to Seattle is the fact that there are millions of acres of rich, though unimproved land in the Northwest available for purchase at low cost and adapted to

struction of a salt water harbor, as the city has been provided by nature with a land-locked port which now permits the largest freighter in the world to tie up to her dock and cast off without the aid of tug or the expenditure of more time than is necessary to dock a small sound steamboat. This is the Minnesota of the Great Northern Steamship Company, plying from Seattle to ports in the Orient and carrying on her last trip 29,486 measurement tons and the largest cargo ever carried by any one steamship.



(Courtesy of Exploitation and Industrial Bureau, Seattle.)

View of Seattle with Olympic mountains across Puget sound in background

more energetic, more beautiful and more ambitious than before. Filled with the earliest conviction of the city's great future, looking forward with confidence to the days of even greater prosperity which are before, and working consistently and steadily from day to day to do their part in assisting the city's progress toward the final goal, the resident of Seattle has from the days of the first settler down to the present time felt that his was a worthy destiny. Also that the greatness of the reward for his daily efforts was not confined to monetary remuneration but was increased and made complete by the satisfaction of knowing that he was assisting, even in a small way, in bringing Seattle into her own.

### Seattle's Growth

With the building of Seattle the entire world is more or less familiar. However, there are probably few cities which have in the same space of time overcome so many apparently insurmountable obstacles and constructed such a city of beauty, efficiency and prosperity. Tearing down hills 200 feet in height and filling in the low places, Seattle has created a level business district sufficient for some years to come. This district has been improved with modern business and store structures ranging up to 18 and 20 stories in height, while the wide thoroughfares are improved in such a way that Seattle is regarded as one of the best paved cities in the world.

The growth of Seattle has been spectacular but not more so than some of the projects and improvements which are now going forward in this city. The increase in population from 1900 to 1910

the highest cultivation in fruit, grains and agricultural products. To prevent the host of immigrants from colonizing within the city limits and to insure the individual becoming a producer instead of a parasite, the citizens of Seattle are now formulating special legislation for the purpose of aiding in the settlement and development of these surrounding areas.

### New Enterprises

Indicating the faith of investors in Seattle as a business city one example is cited, that of the L. C. Smith estate, which, at the present time is constructing a 42-story building at the corner of Yesler way and Second avenue. Buildings of similar character and size are contemplated during the next few years. The Pacific Terminal Company, a syndicate of New York capitalists, headed by officials formerly with the Bush Terminal Company, are arranging to spend several million dollars, beginning this winter, to erect terminal facilities on Harbor Island in Seattle, similar to those of the Bush company in Brooklyn. The Seattle port commission is now expending \$2,000,000 in securing the water front by condemnation proceedings and erecting thereon 1400 foot concrete wharves, for the accommodation of the shipping of the world. The storage, manufacturing and similar buildings will be constructed by the Pacific Terminal Company, and in operation prior to the opening of the Panama canal.

The sum of \$20,000,000 will be expended on harbor improvements alone in this city during the next five years. This expenditure does not mean the con-

The expenditure of the immense sum mentioned for harbor improvements means the creation in Seattle of ideal shipping accommodations. Part of this sum is for wharf and dock facilities, while a good portion of it is for the construction of waterways, creating fresh-water harbors. The Lake Washington canal, now being constructed, extends from Puget Sound to Lake Union, a distance of about three miles and includes in that distance one lock now under construction by the government at a cost of \$2,275,000. Lake Union is in the heart of the city with easy grades radiating in all directions and is rapidly developing as the industrial and distributing center of this metropolis.

The lake is about two miles long and about a mile and a half wide and in addition to the shipping access now being created, is supplied with railroad tracks soon to extend around its entire border. The depth of water is sufficient to accommodate the largest craft, some of which will ply through Lake Union and pass through another section of the canal a quarter of a mile long, into Lake Washington. This lake forms the eastern boundary of Seattle and is 30 miles long and about five miles wide, with a great depth of water and part of the shore supplied with railroad trackage.

In addition to creating these two ideal fresh water harbors, the canal will extend the Seattle waterfront from 15 to 150 miles, making available industrial sites at a low figure.

### Boulevard System

While building a great commercial city the residents of Seattle have not neglected the artistic side. The boulevard system winding through Seattle's 37 parks and along the shores of lake and sound, is 30 miles in length within the city limits, a portion of it crosses the campus of the University of Washington which supplements the educational work of the six high schools and 65 graded schools of the city. The children have every advantage in instruction, as well as a large and attractive Carnegie library with 8 branches, in all parts of the city.

The little ones are also an object of concern on the part of the city park board which has secured some 20 playgrounds, most of them equipped with apparatus and special supervisors. There is also a park bathing pavilion located on the salt waters of Puget sound within the city limits, wherein the children are taken care of without cost to themselves.

The park board has also recently developed a golf course for the benefit of the general public, and in its progressive efforts indicates the policy of all the educational, religious and governmental factors within this city.

The scenic location of Seattle is the first thing that impresses the newcomer, regardless of how keen are his business and commercial instincts. From the hill-tops he gazes across the island-dotted waters of the sound to wooded foothills, beyond which rise the rugged peaks of the white-capped mountains. Facing about, at his feet are the waters of Lake Union within the city limits, and Lake Washington forming the eastern boundary. Beyond Lake Washington are the eastern foothills, surmounted by the jagged skyline of the Cascade peaks. At the south end of the lake rises Mt. Rainier, 14,500 feet, one of the most beautiful peaks in the world.

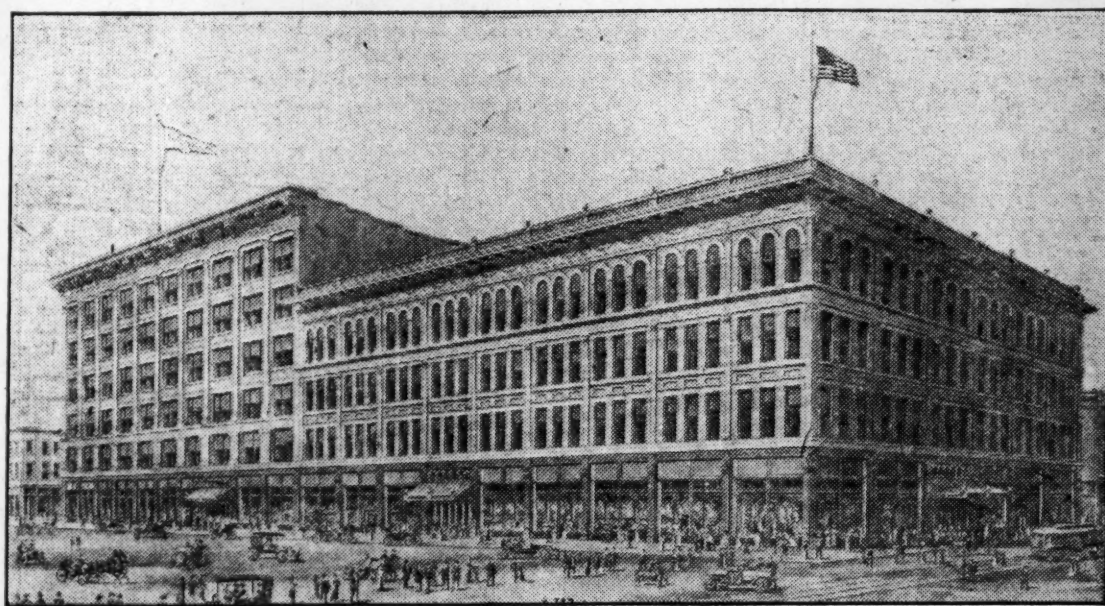
At the northeast end of Lake Washington is the glistening peak of Mt. Baker, 10,500 feet in height and noted throughout the athletic circles of America for the yearly Marathon race which is run to the top and return from Bellingham. A climate mild and equable completes the attractiveness of Seattle's environment.

Seattle's citizens want to make their city the leading Pacific coast center within the next 20 years and the individual and community cooperation of her people to that end promises good success.

## Denver, Colorado

AT THE DENVER A CHILD CAN BUY AS SAFELY AS ITS PARENTS

### THE DENVER DRY GOODS CO.



## The Denver—Colorado's Largest Store

400 FEET LONG—OVER SEVEN ACRES OF FLOOR AREA

Many readers of the Monitor already know that in this Western city of Denver there is an up-to-the-hour, handsomely appointed department store of magnificent extent. The broad main aisle, 400 feet in length, is, so far as the writer has been able to ascertain, the longest straight-away main aisle in the United States. Marshall Field's is a near approach with 385 feet. The size of this building, the beauty of its equipment and the high class of its merchandise is a revelation to Eastern visitors whose impressions of the West have been received through hair-raising stories of the plains.

Denver is, for the greater part, a community of Eastern people, wide awake, progressive men and cultured women, well-to-do people living in beautiful homes and no less exacting in the class of merchandise they buy than are the "folks back home."

The Denver's up to date Mail Order department is regularly serving approximately 150,000 patrons throughout the middle West.

16th, California and 15th Streets, DENVER, COLO.



## WOODEN SHOE INDUSTRY EXTENSIVE IN HOLLAND

(Special to the Monitor)  
**A**MSTERDAM—It is very doubtful if any other custom of the Hollanders has been so extensively advertised and commented on as the wearing of wooden shoes. No one ever thinks or writes about Holland, without recalling legions of knickerbockers and "houten klompen," as they are called in Dutch. Indeed, the idea of the Dutchman and the wooden shoe is as firmly fixed in the minds of foreigners as the earth in its orbit. And it is not a wrong impression, as the Hollanders were not only the first to design that style of footwear, but they are still making it in large quantities both for their own people and "outlanders," as they call every one outside their own country, as well.

Although largely decentralized the wooden shoe industry of the Netherlands is fairly important. Practically every village in the kingdom has its local wooden shoe maker, who busies himself hewing out logs to the measure of his customer's feet and fashioning them after the latest models in wooden footwear. Besides, numerous large factories manufacture wooden shoes in a considerable quantity, both for export and local consumption. Great centers of the industry are North Brabant, Zeeland, Friesland and Gelderland, near Arnhem.

Some years ago there was a strong sentiment in favor of producing these shoes by machinery, but it was never tried, to a very great extent. In 1910, however, German capital came in and started about a dozen plants, thoroughly equipped with up-to-date wood working machinery which were installed in different favorable sections, but they failed absolutely and were closed in a few months. The machines were unable to finish the shoes to meet the requirements of the people, and as a certain amount of hand work had to be done it was found cheaper to do it all in the old way. With the exception of one or two factories run by machinery producing for export the work is all done now by hand. Some of these hand working factories carry a stock of 200,000 pairs and employ 300 hands.

### Good Prospects

In the ready-made article there is keen competition, principally between Belgian and Dutch manufacturers. As a consequence, wooden shoes glided the market last year, selling at greatly reduced prices, and causing heavy losses in the industry. This year's prospects are somewhat brighter. From 1,000,000 to 2,000,000 pairs are exported annually, many of which go to the United States. The number of pairs worn in Holland cannot be computed, it runs into many millions.

Naturally, wood is the raw material from which wooden shoes are made. Willow wood was formerly the principal kind, unless an exceptionally strong pair were required, when they would be hewn out of oak, with a weight of about five pounds and carrying a long harpoon on the toe. Owing, however, to the scarcity of willow timber in recent years, poplar is now being used more and more. Some Russian and Scandinavian woods are also used. The wood is purchased in the log, in the longest possible lengths, and entirely sawn at the factories. A very ordinary set of tools, in the shape of small saws, round chisels, drills, draw and hook knives, and similar instruments, comprise the mechanical equipment. These tools are usually made by blacksmiths, but few of them being made in tool factories. After the shoes are entirely hewn out they are set in the sun or wind to dry, except in some instances where artificial heat is used. Little care is taken in packing for shipment, as such shoes are neither easily broken nor soiled.

A cubic meter of the wood from which wooden shoes are made costs about \$1.10 (\$8) and can be made up into about 100 pairs of ordinary size. One workman, if completing the entire task, can make from 12 to 15 pairs a day. They sell at

sixpence (12 cents) wholesale, which would bring the finished product of one cubic meter of wood up to about \$2.10 (\$12). The workman receives from 16s. (\$4) to £1 (\$5) per week, in which time he could make approximately 100 pairs, from which it can be inferred how narrow the margin of profit is in the industry. As a matter of fact, however, the shoes are usually made by different hands, one doing one, and another, another part of the process. The waste wood is either sold to paper factories or used as fuel.

There are both high and low wooden shoes. The low styles are almost entirely worn by women and children and the



(Photo specially taken for the Monitor)  
 Dutch boys in their wooden shoes at Volendam

high by laborers and farmers. Of late the high shoes are being worn less and less, even by workmen, who are still slightly prejudiced in favor of the big ones. The low shoe has a latchet and is usually more stylish, being at the same time much more comfortable on the foot. A pair of wooden shoes, if worn every day except Sunday, and most people who wear wooden shoes have a smartly decorated pair for Sunday wear, will last two months if properly cared for. They are never repaired, resoling being impossible, and polishing of any sort is very rare. Occasionally a fine pair of Sunday wood shoes may be varnished to keep them shiny and bright, but on the whole the only touching up they get is from the scrubbing brush and a douche of lye water.

### Dutch Shoes in U. S.

It is rather surprising how many of these shoes are worn in different sections of the United States. There is a country school house in the southeastern corner of Lancaster county, Nebraska, known all over the state as the "wooden shoe" school. It was on the edge of a Holland settlement and many of the pupils wore wooden shoes. One of the schoolmasters once adopted them, and being absent-minded, as pedagogues sometimes are, he occasionally left his shoes at home and walked to school in his stockings. He always left his wooden shoes on the school house porch, and sauntered about the school room in his red, woolen stocking feet. Many of the children of other nationalities who attended that school also took to wearing them, and their fathers at home as well. Indeed, Dutchmen are not not alone in the United States in adopting that footwear.

But of the whole they are worn chiefly by the Dutch colonists in America. According to certain historians, there are 8,000,000 Americans of Dutch extraction. However, many of those are the Roosevelts, Vanderbilts and others, who have long since ceased to wear wooden foot-dress. Those who still wear it have come over in the last century or later, and a certain percentage of their offspring, numbering altogether about 500,000.

### Holland-Americans

According to more or less reliable estimates, there are of the newer generation of Holland-Americans 50,000 in New Jer-

sey and 20,000 in Paterson alone; the number in New York is not ascertainable, but there are several hundred at Rochester, and Sayville has a colony of about 1000; Michigan has approximately 100,000, Grand Rapids being the greatest center in that state, the others being mostly at Holland and Kalamazoo; Chicago has 20,000, mostly at West Pullman, where they form the backbone of the Pullman Palace Car Works, and from 20,000 to 30,000 more are scattered in different parts of Illinois. Pella and Orange City, Iowa, have about 5000 between them, and the number scattered elsewhere over that state runs up into the thousands. Indeed, the Hollanders are one of the most valuable agricultural assets in the Hawkeye state. The state of Washington has about 10,000, Oregon and California about 1000 each, and Lancaster county, Nebraska, a settlement of between 1500 and 2000. Besides these there are scattered settlements in Kansas, the Dakotas, Minnesota, Wisconsin, Montana, Oklahoma and the Boer colony in New Mexico. Missouri also has a large colony at St. Louis, and there are other small settlements in the southern states. In addition to this, many of the states in America are making special bids for Dutch settlers, which indicates that the importation of wooden shoes into the United States will probably augment.

### Cheaper for Farmer

The use of the wooden shoe in the United States is essentially the same as in the Netherlands—that is, to wear, except in some few cases, where it is used for a souvenir. Many of the Dutch farmers never wear anything else, unless they do field work, when they use the ordinary plough shoe. Wooden shoes are usually worn with heavy woolen socks. Sometimes a few rye straws are inserted under the stocking foot and protruding out just above the heel where it rubs the shoe. They are more con-

venient than rubber boots, because they can be pulled off easier; and more practical because they can be worn in all kinds of weather. Besides, they are cheaper. They are usually slipped off on the porch, the wearer either stepping into the house in his stocking feet or putting on his house slippers. It is quite proper for a Dutch farmer to call on his neighbor in his wooden shoes, being equally good form for him to leave them on his neighbor's front porch and walk into the parlor in his stocking feet.

### JAPANESE HONOR DR. D. S. JORDAN

SALT LAKE CITY, Utah—The Japanese Association of Utah presented to Dr. David Starr Jordan recently a resolution of appreciation of his efforts in the line of universal peace. The document is signed by Frank Y. Arima, president of the association, and reads as follows:

"The members of the Japanese association of Utah recognize the fact that through your friendly, impartial study and representation of Japan, your countrymen and ours are coming to a better understanding of each other and are learning more surely the reasons for the perpetuation and strengthening of the cordial relations that now exist between the two nations.

"We are delighted to welcome you to our state and hope your doctrine of peace will triumph here and finally in all the world. May your sojourn in these parts be a thoroughly pleasant one."

MISSION  
 CAFETERIA  
 HOME COOKED FOOD  
 SALT LAKE CITY

## Salt Lake City, Utah

### SALT LAKE CITY

Invites you to come on any of the six trans-continental railroads that touch here and establish your business in a city commanding the vast territory known as the "Inter-mountain Empire"—where you can have a part in the work and prosperity of developing the natural resources of one of the richest and fastest growing regions in the United States—where you can live in happiness and comfort in a beautiful city—where the water is pure and the streets broad and shaded. Live at the very foot of mountains, yet on the shores of the Great Salt Sea. Live under good government amid culture and refinement.

### UTAH

Invites you to freedom. Invites you to leave the crowded districts where work is hard and opportunities few. Invites you to come to a state where land is cheap and crops abundant; where exploitation is unknown and prices uninflated; where honest effort is amply rewarded and where want and poverty are unknown. Utah invites the farmer to a state where land may be had for the cost of improving it; invites the manufacturer to a state that offers both raw material and market; invites the merchant to a state whose growing towns afford an opportunity unexcelled and invites the capitalist to inspect its vast fields of mineral deposits.

### The Salt Lake Commercial Club

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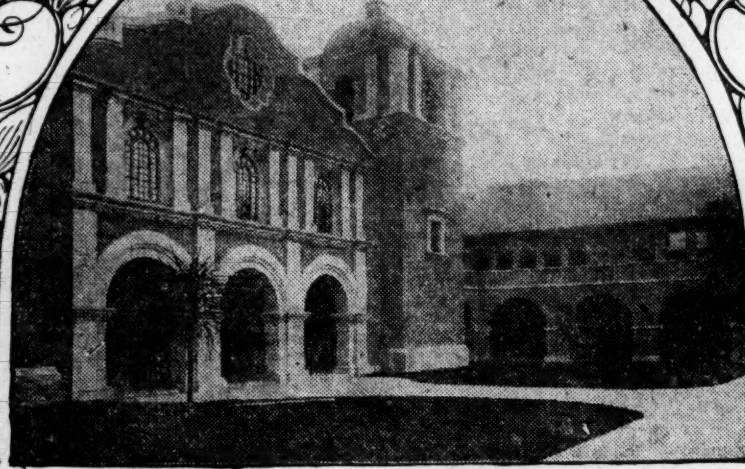
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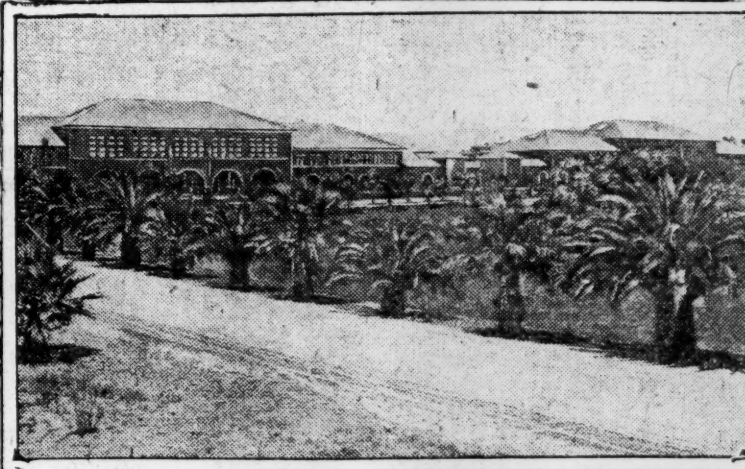
# The VALLEY of HEART'S DELIGHT



LELAND STANFORD, JR. UNIVERSITY.



ENTRANCE OF SAN JOSÉ HIGH SCHOOL.



CITY HALL AND PLAZA, SAN JOSÉ.

FROM the time of farthest memory, among every race and people the wide world over, there has always existed in the human heart a longing—nay, almost a certainty of hope—that some day, some how, each man will find in his travels a delectable land of freedom, of joy, of promises fulfilled, and of exquisite beauty, withal, wherein toil will be less rigorous, labor more surely rewarded, where summer will graciously linger, where life will in the widest human sense be worth the living. Westward, ever westward, this quest has led; the Greeks sought it across the blue Mediterranean, beyond the Pillars of Hercules; later nations followed it across the yet unknown Atlantic; and still in the new world men have traveled ever westward for the fulfillment of their heart's desire.

## The Delectable Valley

Before the eyes of those wanderers who have traveled to the West's utmost boundaries, to the very gate leading again to the Orient, there opens out a valley which to very many of them has seemed indeed to be the goal they have been seeking. Even the seasoned traveler who has circled the globe and looked upon the fairest spots of earth, finds here his "valley of heart's delight." For so it has been christened by Mr. Alexander Powell, Fellow of the Royal Geographical Society of England, who writes of his visit to this valley in the August Sunset Magazine. On the faraway Indian Ocean, and again, months later, in Algiers, he heard stories of this land, and when at last he looked upon it, he expressed his feelings in the words of another heart-satisfied wanderer:

"He touched my eyes with gladness, with balm of morning dews, On the topmost rim He set me, 'mong the Hills of Santa Cruz, And I saw the sunlit ocean sweep, I saw the vale below— The Vale of Santa Clara in a sea of blossomed snow."

Then in his own words he tells us how the vision proved substantial.

"If you go to the Santa Clara Valley when I did, which was in March, . . . you will find that the people of the valley are celebrating the Feast of the Blossoms. It is a very beautiful festival, in

which every man, woman and child in this fifty-mile-long garden of fruit and flowers takes part, but you cannot appreciate its true significance until you have climbed to a point on the slopes of the mountains which form the garden wall, where the whole enchanting panorama lies before you. Did you ever see one hundred and twenty-five square miles of trees in snow-white blossom at one time? No, of course not, for nowhere else in all the world can such a sight be seen. I, who have listened to the voice of spring on five continents and in more than five-score countries, assure you that it is worth the seeing.

Personally, I shall always think of the Santa Clara as a sleeping maiden, fragrant with perfume and intoxicatingly beautiful, lying in a cradle bed formed by the mountains of Santa Cruz, curtained by fleecy clouds, her coverlet of green, edged with yellow; her pillow the sun-kissed waters of San Francisco Bay. When you come closer, however, you find that the coverlet which conceals her graceful form is in reality an expanse of fragrant blossoms; that the green tufts are the live-oaks which rise at intervals above the orchards of cherry, peach and prune; and the yellow edging is the California poppies which clothe the encircling hills.

## The Meaning of the Blossoms

Sentimentally and commercially, it is fitting that the people of the Santa Clara Valley should celebrate the coming of the blossoms, for they are at once its chief beauty and its chief wealth. In a single season these white and fragrant blossoms have provided the breakfast tables of the world with 130,000,000 pounds of prunes, to say nothing of those luscious apricots, peaches, pears and cherries which beckon temptingly from grocers' windows and hotel buffets from Salt Lake City around to Shanghai. No other single fruit of any region, not even the fig of Smyrna, the date of Tunis, the olive of Spain, or the currant of Greece, is so widely distributed as the prune of the Santa Clara valley. There are something over one hundred square miles of land in the valley planted to prunes, and there are more prune trees in that area than there are people in all the New England states put together.

Barring the coast of Tripolitania, where it is harvest time all the year round, but where the Arabs are offering no inducements to settlers, the Santa Clara has more crops, through more months of the year, than any place I know. Ceres makes her annual appearance in February with artichokes—the ones that are priced at a dollar a portion on the menus of New York's fashionable hotels; in March the people of the valley are having spring peas with their lamb chops; April brings strawberries which are equalled only by those pictured in Peter Henderson's seed catalogue; in May the cherry-pickers are at work; the local churches hold peaches-and-cream socials in June; by the 15th of July the valley roads are alive with teams hauling cases of pears, plums and apricots to the railway stations; August, being the month of PRUNES, is marked with red on the Santa Clara calendars; September finds the presses working overtime with the grapes; in October the men are in the orchards picking apples and the women are at work in the kitchens baking apple pies; the huge English walnuts which wind up dinner half the world around are harvested in November; while in December and January the prodigious goodness interrupts her bounty just long enough to let the fortunate worshippers at her shrine observe the mid-winter holidays. After such a record it needs no saying that the valley boasts both the largest fruit drying houses and the largest fruit canneries in the world, for in the Santa Clara they dry what they can and can what they can't.

## The City of San Jose

The chief lieu of the valley is San Jose. It may interest Easterners to know that Don Gaspar de Portola and his men, marching up from the south in their search for the lost bay of Monterey, had looked down from the valley's mountain rim upon the spot where the city now stands four years before the Boston Tea Party, and while the three thousand miles of country which lies between the Valley of Santa Clara and the Valley of the Missouri was still an unexplored wilderness. The last time that the gentlemen with the census books knocked at San Jose's front doors they reported that the city had thirty-six thousand people, and it keeps a-growing and a-growing. It has about four times as many stores as any place of its size that I ever saw, but that is because the local merchants depend on the trade of the rural, rather than of the urban population for the hardy frontiersmen who rough it in this portion of the West run in to do their shopping by automobile or street car or else give their orders over the telephone.

One of the projects which I found uppermost in the busy minds of San Jose people is the improvement of the steamer landing at Alviso, a few miles from the city, to give them the benefit of access to the waters of San Francisco bay. The majestic harbor of St. Francis becomes attenuated into a roomy slough at its southern end and this forms a channel convenient to the bay craft. At one time considerable shipping was done from this point and the remains of warehouses stand there, but of late years the place has chiefly served a yacht club, although there are some thriving industries there, notably a cannery supplied by the adjacent gardens of settlers from Europe. Trolley connection now projected will make San Jose actually one of the "bay cities."

## The Schools of Santa Clara Valley

If there is anywhere a royal road to learning, it is the 50-mile-long one which meanders up the Santa Clara Valley for there are more schoolhouses scattered along it than there are milestones, and they are not the little red schoolhouses of which our grandfathers brag, either. Every time our motor-car swung round the corner of a prune orchard we were pretty certain to find a schoolhouse nestling among the blossoms: a schoolhouse

of stucco, usually in the over-worked mission style of architecture, overrun with climbing roses and honeysuckles and wisteria, and with the name of some great educator over the door. The youngster who wants to travel along the royal road to knowledge can commence his journey in one of the stucco schoolhouses at Gilroy, which is at the southern portal to the valley; the second stage will take him up to the great high school at San Jose, which is so extensive and handsome and completely equipped that it would make several of the famous New England colleges feel ashamed-faced and embarrassed; the final stage along this intellectual highway is only 18 miles and ends at Palo Alto, amid whose live-oaks rise the yellow towers and red-tiled roofs of that great university which Leland Stanford, statesman and railway builder, founded in memory of his son and which he endowed with the whole of his enormous fortune. He gave the 8000 acres of his famous stock farm for the purpose, and today white-gowned "co-eds" wander, book in hand, where the paddocks once stood, and spiked shod sprinters dash down the track where the great mare Sunol used to put close on half a mile a minute behind her spinning sulky-wheels. It is one of the great universities in the world, is Leland Stanford, Jr., and with its cloistered quadrangles, its wonderful mosaic facades and its semi-tropical surroundings, certainly one of the most beautiful. It stands, fittingly enough, at the valley's northern gateway, and at the end, both literally and metaphorically, of the royal road to learning, so that the valley-bred youth, who pass through its doors with his sheepskin in his pocket, finds himself on the threshold of that great outside world for which, without leaving his native valley, he has been admirably prepared.

## A State Road

Speaking of roads, they are going to have one very shortly, running the length of the state, and therefore, the length of the Santa Clara valley, which would cause John Macadam, were he to see it, to lift his hat in admiration. It is really a restoration of El Camino Real, that historic highway which the Spanish conquistadores built, close on a century and a half ago. When completed, this highway, for which the state has recently appropriated the goodly sum of \$18,000,000, will be 700 miles long, 75 feet wide, and as smooth and drainable as a ship's deck. Both scenically and historically it will be one of the world's great highways, taking rank with the Corniche road along the Riviera, the Great North road which runs from London up to Scotland, and the Appian way, that road were being built in the prosaic East I am perfectly sure that they would cheapen it by calling it the Shore road or the State pike, but it speaks well for California's leaning toward the picturesque and the appropriate that she has decided to cling to the historic name of El Camino Real—the royal road, the King's highway.

## Santa Clara Weather

It rained one of the days that I spent in San Jose, and my genial hosts were so apologetic about it that I actually felt sorry for them. Though rain is seldom unwelcome in a horticultural country, the residents don't like to have it come down in bucketfuls when visitors are around. They are as proud of their weather in Santa Clara valley as a boy is of his first long pants, and to back up their boasts most of the residents carry the blue slips of the government weather bureau's monthly reports in their pockets to show the stranger. I'm not fond of figures, unless they happen to be on checks drawn in my favor, but I was struck by the fact, nevertheless, that last year the valley had only 58 cloudy days, 64 which were overcast, and 243 in which there was not a cloud to dim the turquoise of the sky. Carrying my investigations a little further, I found that during the greater part of February, which is the coldest month of the year, the mercury remained above 55, only four times dropping as low as

33, while there were only four days in August when the thermometer needle crept above 79, and once in the same month when it fell as low as 45, thus giving a solar plexus blow to the idea held by most eastern people that California is a hot place in summer. Though the fruit of Santa Clara, green, sun-dried, canned or candied, is to be found in every corner grocery between the oceans—and it doesn't make much difference which oceans, either—if you ask a resident which of the valley's products he is proudest of, he will unhesitatingly answer "Climate."

## The Santa Clara Ranch

In the Panhandle country of Texas a ranch usually means anywhere from 5000 acres upward of uncultivated land; in the Santa Clara a ranch means anywhere from five acres upward of the most highly cultivated soil in the world. East of the Sierra Nevada, where scientific fertilization and intensive cultivation are not much more than names, five acres doesn't sound like much, but in California five acres, properly planted and cared for, oftentimes supports a family in something akin to luxury. Indeed, I had pointed out to me fully a dozen small ranches in the Santa Clara valley which yield their owners annually upward of \$500 an acre. All of these hardy pioneers have telephones and electric lights and electric power for pumping, and daily newspaper and mail deliveries. When they have any business in town, instead of going down to the corral and roping a bronco, they either stroll through the orchard and hall an electric car, or they crank up the family automobile. All of which will be disappointing news to the visitor who expects to find the Santa Clara a land of slouch hats, shooting irons and bucking broncos. I might add that Colonel Cody's Wild West draws just as big an audience when it pitches its tents at San Jose as it does at Salem, Mass.

## The Satisfied Traveler

I met a ranchman in the valley who had formerly been a commercial traveler, representing New York houses embracing the United States and Canada. He was a good salesman, and by the time his hair had begun to turn gray around his temples his balance at bank ran into five figures. Then he quit the road. He had always had a hankering to be a frontiersman and wear a broad-brimmed hat and gallop madly across the ranges, so instead of renting a flat in Harlem, or buying a cottage over in Jersey, he went as far West as the trains could take him. After looking vainly for the Indians and cow punches he had expected to find, he compromised by buying a score of acres or so of fruit land in the heart of the Santa Clara Valley. Choosing a knoll which, in the springtime, looks for all the world like a green atoll in a sea of blossoms, he built a house on it, and as he was his own architect and hired his workmen by the day and insisted on their carrying out his ideas, and not their own, it is quite a remarkable little house, with a good deal of the owner's individuality stamped upon it. It has a touch of the Japanese about it, which is in keeping with the surrounding blossoms, and likewise a reminder of the Spanish missions, which is in keeping with the history of the region and with the encircling hills. In front there is a brick-paved, pergola-covered terrace which commands a wonderful view across a wonderful valley. The owner tells with pride how Lord Kitchener of Khartoum stood on that terrace and stared in silence across that valley. Then he turned to his secretary. "Take a picture of that view," he ordered curtly. "It is the most beautiful I have ever seen." Any one who has seen Kitchener as I have seen him, in India and in the Sudan, a grim, stern-faced, expressionless man, staring out from under his brown helmet at lines of black-skinned, brown-clad marching soldiery, will appreciate what such a compliment means from such a man. Within the house is a spacious living-room, walled and ceiled in redwood—for in California redwood is as common as pine is in Maine—with a huge hospitable fire-

place built with field stones, and a couple of leather lounging chairs drawn up before it, and on the shelves and tables, many, many books.

## Does Not Miss the Subway

"Are you contented here?" I asked the owner. "Don't you sometimes long for the bustle of the subway at the rush hour? Don't you miss the lights of Broadway and the theaters and the shops and the restaurants of the Big Town?"

"Am I contented here," he repeated, in a tone of wonder at my asking such a question. "Well, I should say I am. Why shouldn't I be? My income is so modest it wouldn't permit of much more than an existence in New York; out here it gives me everything that heart could desire. I have a Japanese who acts as cook, butler, valet, housemaid, laundress, gardener and general factotum for a consideration of \$10 a month. The soup we had for dinner today was made from peas grown in my own garden; the trout I caught in that mountain stream you see across the valley; the chicken I raised myself, just as I did the potatoes and the beans, the lettuce and the tomatoes for the salad, and the strawberries for dessert. I am fond of reading; the rural free delivery brings me the newspapers, magazines and books as soon as they are off press. I am fond of art; look at the landscape framed by that window and tell me if Corot or Turner ever painted anything that could compare with it. I have a youngster that is almost old enough to go to college—and across the tree-tops you can see the roofs of one of the great universities of the world. I am practically on the edge of the metropolis of this coast, for many of my neighbors are commuters between this valley and San Francisco. Thus, if I crave an echo of the big town, I can have it. In this climate I can sleep in the open air with absolute comfort the whole year round. And then you ask if I am contented? Well, I should say so."

## As a Future Home

The wanderlust runs in my veins so strongly, and there are so many lands which beckon and call, that I expect it will be many years yet before I settle down to a hearth and fireside of my own. But I became interested enough in the idea of some day having a home in the Santa Clara to ask some of those questions to which every prospective homeseeker wants to know the answers. I found that improved land, planted to prune, apricot or peach trees old enough to bear, can be had all the way from \$400 to \$700 an acre, according to its location. At a conservative estimate this land, so I was told by a banker whose business it is to lend money on it (and you can trust a banker for never being over sanguine), can be depended upon to yield an income of from \$100 to \$300 an acre, it being by no means an unusual thing for a well-managed ranch to pay

for itself in two years. I found that a 10-acre orchard—which is quite large for one man to handle—could be had for \$5000, the purchaser paying, say, \$3000 down and carrying the balance on a 6 per cent mortgage. The local building and loan associations would lend him \$2000 to build with, which he could repay at the rate of \$24 a month, in 10 years. Two thousand dollars, I might add, will build an extremely attractive and comfortable six-room bungalow, for the two chief sources of expense to the eastern builder—cellars and furnaces—in California are not required, and the furnace is a feature of but a small per cent of the homes. Such a place, provided its owner has horse sense, is willing to work, and knows good advice when he hears it, should yield from \$1500 to \$2000 a year, in addition to which the whole family can find ready employment, at excellent wages, in the orchards or packing houses during the fruit season.

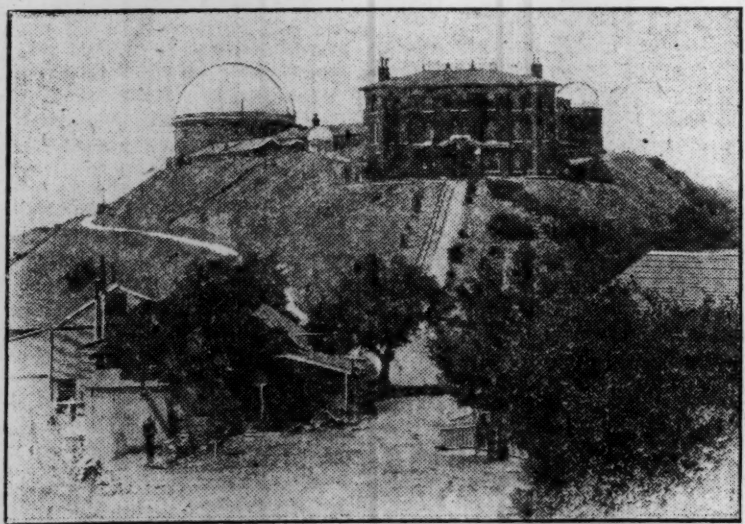
## The Reward of Labor

For this work a man receives from \$2 to \$2.50 a day and can get fairly steady employment through at least eight months of the year, while many women and girls, whose deft fingers make them particularly valuable in the work of wrapping and packing the finer grades of fruit, earn as high as \$20 a week during the busy season. This work, I might add, attracts an altogether exceptional class of people, for university and high-school students and the wives and daughters of small ranchmen eagerly avail themselves of this opportunity to add to their incomes, the fruit orchards, during the picking season, looking not so much like a hire of workers, but rather like a gigantic picnic among the shaded orchard rows, in which the whole countryside is taking part.

## The Lure of the Valley

I wonder if sometimes, at that sunset hour when the lengthening shadows of the hills fall athwart, the blossoming orchards, there do not wander through the Santa Clara those whom the eyes of mortals cannot see—Portola, swart of face under his steel cap, come back to feast his eyes once more, from the top of yonder hill, on that fertile valley, which he was the first white man to see; Captain Jedediah Smith, the first of the pathfinders, a strange and romantic figure in his garb of fringed buckskin, leaning on his long rifle as he looks down on the homesteads of the thousands who followed him across the ranges; Stanford, who linked the oceans with twin lines of steel, pacing the campus of that great seat of learning which he conceived and built—guardians all, of that valley for which they did so much and which they loved so well.—Advertisement.

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# THE CHRISTIAN SCIENCE MONITOR

Section Seven

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER, 27, 1917

## Egypt's Promising Future Is in the Egyptian of Today

New Industrial Order and Rise of National Spirit Rapidly Advancing the Nile Country

### COMMERCE EXPANDS

By CLAYTON SEDGWICK COOPER

LONDON—Henry James at one time addressed this question to the beautiful houses of Fifth avenue: "What are you going to make your future of, for all your airs, we want to know! What elements of a future, as futures have gone in the great world are at all assured to you?"

Such today is the vital question for the man of Egypt. No narration of a glorious past, no boasting over a progressive present, no pride of either religion or race, can prevent the world from pertinently inquiring what real foundation Egypt possesses for a promising future.

That the man of Egypt can present a satisfactory answer to this demand I confidently believe, and as I see it his argument today runs somewhat as follows: "I believe in my future because of a new industrial order, because of the fresh spirit of national interest which is slowly beginning to animate the minds and acts of Egypt's best and wisest sons, because of the tendency toward the creation of a higher citizenship through the various means of education and broader views of religion, because of the awakening and the crystallization of public sentiment into an individual and national will which must be depended upon to carry out the ambitious desires of the men of Egypt!"

### New Industrial Order

The first answer to that question in this country is an industrial one as it should be, for the success of Egypt, like that of any other nation, is based upon the land, and the country that has not fostered a steady and ever-expanding material development will vainly strive to make up for this deficiency in any superstructure however perfect. This industrial or utilitarian awakening has been so rapid and so decided that the Egyptian has hardly recovered himself sufficiently to realize what it is all about.

Seventy years ago the Indian mail was transported in a box which was locked by the consul in Alexandria and sent to Suez on a canal. The first railway of Egypt from Alexandria to Cairo in 1855 was the promise of a railway system which now conveys the traveler with every modern convenience from Alexandria to Khartoum. It seems well nigh incredible to think that only a half century ago in this country the coal and merchandise for the mail steamers were conveyed by caravans across country, these caravans frequently consisting of 3000 camels; or that during the same period the opening of the Suez canal and the country-wide plans for irrigation and national and international communication has united Egypt with the world's federation of modern business.

The commerce from all the seas of the world is beginning to flow into Egypt. She is leaping into the light of a new day. Its cotton, its credit, its farming, and its institutions are all comparatively new and strange in their modern dress. To the people at home, as well as to the nations abroad, this industrial renaissance is absorbingly interesting. "To watch the immemorial culture of the east," writes Kenneth J. Freeman, "slowly moving with the weight of years, dreamy with centuries of deep meditation, accept and assimilate as in a moment of time the science, the machinery, the restless energy and practical activity of the west, is a fascinating employment."

### Spirit of the Fellaheen

The Egyptian farmer is quite another factor in Egypt's life than he was when the British found him on their occupation 30 years ago. Egypt has today 1,200,000 yeomen, each owning approximately 50 acres of land, and showing signs of becoming no longer "voiceless masses," but citizens with wealth and vested rights and intelligent claims.

These fellaheen are primary responsible for the fact that in 1910 the cotton exports from Egypt amounted in value to £224,242,000, that sugar was exported to the amount of 615,000 tons, and that £2288,000 was realized from the export of rice, while practically a new day of industry has been made to dawn in the cultivation and harvest of garden produce by these sturdy fellaheen. The majority of these agriculturists have received water for their land from the hands of the English engineer; they are no longer bullied and frightened

from their rights by overbearing village sheikhs or deprived of their lands by arbitrary edicts of a foreign Pasha.

The man of Egypt no longer puts out an eye to evade military service as he did in the days of oppression, neither is it his chief aim in life to evade the extortions of the tax gatherers, as the Roman historian assures us that the Egyptians were formerly quite as proud of the scourge marks received from perpetrating frauds against their unlawful tax gatherers as they were of the scars gained in their country's battles. Indeed, it is difficult to estimate the reach of these advantages.

I talked with a gentleman who for 37 years had lived in Egypt, who told me of incidents associated with the evils of the old taxation system that would seem as incredible as the tales of the "Arabian Nights" to the westerner. They were the stories of the khourbash, which for generations lashed the feet of the fellaheen in the cause of extortionate taxes, the farmer who was able to evade the tax official by whatever suffering or intrigue being hailed as both hero and martyr in his rural community.

I heard, while upon a visit to a town in upper Egypt, of an incident occurring 35 years ago in that village, which in those days was not an isolated but a common occurrence. A farmer refusing to pay his unjust tax, which amounted to an English pound was ordered by the sheikh to be thrown down and given a hundred lashes of the khourbash. He was then allowed to rise, but still refused to pay. Again he was given a second hundred lashes, again he refused. For the third time the punishment was begun and the man, nearly unconscious because of the fearful chastisement, after a few additional lashes to lacerated feet made a sign to the effect that he would pay.

He then reached up to his turban and took out the exact amount of his tax. Had he been able to endure the punishment a little longer, or had the sheikh been more lenient, he would have returned to his village with his pound in his turban and his fellow villagers would have received him with high acclaim. Such conditions, made possible by reason of centuries of cruel and barbarous tyrannies, would be almost as impossible today in Egypt as they would be in England or America.

In the next generation these blue skirted peasants whom the Nile tourist, floating down the river in the luxury of his dahabeib, photographs at his circling skah, or stooping and straining at the shadow, will be men to whom the very mention of such atrocities will seem unbelievable. They will be men of rich properties and growing minds, separating themselves more and more from that herd instinct which is the bane of belated races. It is indeed doubtful whether history records another instance of so sudden a leap from abject misery and slavish poverty into the beginning of affluence and material prosperity as are now in evidence in agricultural Egypt.

### Rise of National Spirit

But Egypt's answer to her modern critics is not a material one only; she has risen in the eyes of the world as a possible national spirit. The victory of Japan over Russia which has meant to her, as to every eastern race, a triumph of the Orient and the oriental ideas over the Occident, has influenced Egypt toward a new belief in herself and a new assurance for her country's future.

The new constitutionalism of Turkey has aided in the development of national spirit by loosening the Sultan's political hold upon Egyptian subjects. The freedom of the press, the equal justice of the British courts, and the general enlightenment spread through the nationwide system of schools established through the direction of Great Britain, have also contributed much, presenting to Egyptians ideas of freedom and standards of government and education distinctly new.

The travel of educated men and of students affording contact with people of other nations in the realm of commerce, economics and intellectual training has exerted a distinct broadening and leavening influence, while the exhibition of a new civilization along the 1000 miles of a great river, where modern invention has united with nature to transform the old Egypt into a newer and richer country, has added its tremendous force to this new spirit of change; the fact of significance is that the changing order is here.

We may call this awakening by different names, "New Nationalism," the "Egyptian Question" or reiterating the cry of the modern Egyptian press and ultra-Nationalist party, "Egypt for the Egyptians." It resembles by whatever name applied to it the political spirit of all eastern countries, and for that matter of western nations also, at some period of their existence.

When the students of Egypt cry in the



(Copyright by Reiser)

The native quarter of Alexandria, typifying the old Egypt

streets, "Egypt for the Egyptians," or even in the ominous strain, "Down with the English," they mean virtually the same thing that Indian students mean when they march through the thoroughfares of Bombay and Calcutta to the martial strain of "Banda Mataran" (Hail, Queen Mother India)! Nor is this cry so different from the meaningful "rights of man" that rose above the "Marseillaise" or the patriotism that breathes through the American "Battle Hymn of the Republic."

It does not mean, however, revolution

in this case so much as a reviewing national self-consciousness; it means that Egyptians look forward with longing to a day of possible self-rule, that they think, some of them at least, that even at present they are capable of an autonomous government. Anyhow this spirit of national unrest and desire is today running quite as strongly through the land of the Pharaoh as through any other oriental nation. The entire east, forsooth, sits no longer as William Watson has pictured her:

Reclining on her own antiquity,  
Aloof from our mutation and unrest,  
Alien to our achievements and desires,  
Refrauding her illimitable scorn.

The east is awake and Egypt lying upon her western borders, the meeting place of Occident and Orient, is pulsating with this new life-blood of modernity. She has become aroused to the inadequacy of her past, she is filled with the present-day spirit of aggressive attack, with new hope for her youth, with new ideals for her womanhood, and with a slow but certain change of mental attitude toward those forms of social and religious conservatism which have so long bound her feet, this new Egypt is preparing for a new day of government.

With such an Egypt, growing into a new self-confidence as a nation, England rightly appreciates that her real power in bringing this old country to a successful period of national independence, lies not merely in her benevolence nor her statesmanship, but is due to the potent evidence that she has a trained British army behind her propositions, while the Egyptian who thinks about these matters is in more or less constant fear that England is only waiting the opportunity to establish a full-fledged protectorate, even if she refrains

from making Egypt another India. After a large dinner held in Cairo some years ago, when there was considerable laudation of the British for what they had accomplished, an old Anglo-Indian was called upon to speak. He gave to his hearers a short but pithy sentiment which ran somewhat as follows:

"I agree with everything I have heard about the good work that has been done in Egypt; but it seems to me that we are apt to forget that this work has really been done by one man, and one man only."

There was naturally a feeling of surprise and inquiry aroused among his hearers as to who that man could be. After a moment's hesitation, the old Indian continued:

"His name is known to all of you. It is Tommy Atkins."

### Making of the Citizen

However satisfactory and encouraging may be this awakening of an ancient land, it would be folly to believe in face of the facts that a new citizenship or a new public opinion are to be formed in a moment in this land of traditions centuries old, and illiteracy eclipsing that of almost any nation on earth.

While at the summit of Egyptian society there are many men whose opinion and whose lives give promise of large contribution to modern Egypt, the great majority of the Egyptians have not yet arrived at anything which may be justly styled an adequate public opinion which is always the result of a long evolution. Indeed, I would not for a moment leave the impression that the great mass of the Egyptians are yearning and passionately striving for political freedom, for as one goes about this country in which less than 10 per cent of the population can read or write, he finds the full pocket-book and comparative comfort and freedom from exorbitant taxation is, for the fellaheen especially who has never known such prosperity as he now experiences, sufficient reason for passive satisfaction.

Those who for any reason ask solicitously whether the poor Egyptian does not feel terrifically handicapped and depressed in not being able to govern his own country, remind me of a Dutch lady of high standing and alleged culture who once asked me with a fearful pity in her tone, "Are you not greatly troubled in New York by the attacks of the North American Indians?" The fact is that the average Egyptian fellaheen knows little and cares less about the contemporary political affairs of his nation.

Sir Eldon Gorst relates how at Alexandria only a few years ago, with its adult male Egyptian population of 70,000, 14,000 electors were registered, and of these only 750 took part in the last election. In truth it seems that it was only through the energetic action of the local authorities, aided by the forcible measures of the police, that any one was induced to vote at all. "A certain amount of dissatisfaction," says Sir Eldon Gorst, "was expressed when the electors discovered that neither the candidate nor the government proposed to pay them for their trouble."

Alfred Cunningham, who has resided in Egypt for a considerable period, tells of how he was traveling in the rural districts less than 100 miles from Cairo, three months after the murder of the Egyptian premier, and was astonished to learn from a group of native farmers who were visiting one of their provincial towns on business, that not one of them had heard of the murder of the premier, and two of the Egyptians did not know that a Copt had held that office and been succeeded by a Nationalist politician.

In spite of this general apathy among the masses of Egyptians whose only idea of the modern Egyptian awakening is that which comes to their material appreciation, one finds in the large cities a new sense of representative responsibility. Witness the new schools for law which are turning out each year hundreds of Egyptian students educated in modern judicial procedure; in short the cynosure of the vocational hopes of Egyptian students have been for the past decade riveted upon the profession of lawyer or judge.

Scores of new schools have been established of late both by the Moslems and the Copts, having directly in view the making of citizenship through the avenues of practical and commercial and legal education, which institutions, together with those in charge of the foreign missionaries, whose educational ideals are increasingly progressive and utilitarian, are crowded to overflowing with Egyptian young men determined that the foreign Syrian and Greek or European will not flinch from them much longer the prizes of commercial and national citizenship. There is hardly a vocation with which we are familiar in the west which is not today beginning to receive attention by these coming citizens.

At one of the colleges which I visited I asked the students in a large lecture room to state the vocation which they

The Fellaheen No Longer "Voiceless Masses" but Are Becoming Citizens With Wealth and Vested Rights

### MANY NEW SCHOOLS

were intending to pursue. I found the following callings represented in practically the order stated: Law, medicine, religion, teaching, government, business and pharmacy. But these Egyptian youths, some one will say, however much they may know, are not able to initiate. They are utterly powerless in the matter of original construction either by hand or brain. And this must be granted to an extent, at least when the comparison is between the Egyptian and the European or the American.

Yet the young man of Egypt has other valuable qualities—he is a born diplomatist, he has patience, he can plod and he knows how to serve under competent and forceful leadership. If any one thinks such qualities are unimportant, let him go to Germany and see what is being accomplished by an empire-wide imperial policy that makes every citizen not so much an individual as a unit in a marvelous mechanism of service to the state, a policy that cements at the same time that it controls and accomplishes by the very perfection of its system.

If individualization is "productive of great results in German citizenship, non-individualism may in similar fashion have its day in Egypt, providing the governors are wise and powerful enough to organize and to administer these latent and heretofore unused resources.

When a few thousand more of these same Egyptian youths are turned out from these modern schools of business and law and practical training, carrying with them this new knowledge and these new ideals into the valleys of the upper and the lower Nile, recruiting, broadening, leavening, and creating a new period of citizenship as well as a new age of industry—then let Britain with her policy "What we have we hold," be ready for new adjustments (as certainly she has shown herself ready in Canada, Australia, India and elsewhere). New Egypt will speak and Europe and the nations of the earth will hear.

### The Egyptian's Attitude

And all these vast statistics, far-reaching blessings depend in the final analysis upon the man of Egypt, who in himself has gathered up the elements national, commercial, educational and religious, in order that he may cast them heroically and efficiently into every worthy undertaking of his nation. H. G. Wells has said that the last decision and the greatest decision lie in the hearts and wills of incalculable men.

Egypt can show marvelous statistics of advance, but a nation is not great by statistics only, she is not great by the amount of her revenue, nor by the number of students who hold in their hands successful certificates of examination, but rather by the men of Egypt, the strong, young, courageous pioneers, who are being fitted practically to take up Egypt's burdens in useful vocations, men of quality and men of insight. "Before we can create our Oriental Belgium," asserts the Pall Mall Gazette, "we must secure our Egyptian Leopold." Cairo is not a great city nor an insignificant city simply because of the presence or absence of underground railways, skyscrapers or aeroplanes. These will come without doubt in the train of her expanding life.

Egypt is the sum of her great men, her great leaders, no more and no less. The measure by which these men influence her growing life will be the measure of her destiny. Her great task at present is to discover and to train; teachers and leaders must be found who will discover the place for service as well as to prepare the youth for the new Egypt.

The Egyptian who for generations has relied upon others must now be taught to think and to rely upon himself, since it is this individual will, this determined desire, this faculty of holding to a purpose through vicissitudes and obstacles, this inextinguishable and permanent fire within which must make Egypt a great nation. Egypt is now aroused, she is seeing the dawn of desire; in this lies her hope.

In one of Blake's exquisite vignettes a ladder is represented as set up to the crescent moon from a bleak corner of the universe. Two figures are conversing together, while on the ladder itself, just placing his foot against the lowest rung, is the figure of a man who is beginning to climb in a furious hurry. The simple title inserted beneath the picture is, "I want! I want!" He has drawn the portrait of the man of Egypt.

## QUEENSTOWN HARBOR MAGNIFICENT LAND LOCKED ESTUARY

(Special to the Monitor)

LONDON—The harbor of the Cove of Cork, now known as Queenstown, can be seen only partially from the Atlantic liners which make it their port of call. It is a magnificent land-locked estuary, said to be capable of affording shelter to the entire British navy.

Sir Francis Drake found safety here in 1587 when hard pressed by some Spanish vessels; the intricacies of the harbor so confused them, it is said, that after a few days they gave up the search, and his haven is still known as Drake's pool.

Cove harbor became known towards the close of the eighteenth century, and from here the Sirius, the first steamer to cross the Atlantic, started on April 4, 1838, the voyage being accomplished in 18½ days. The people of Cork are now going ahead in the matter of industrial development.

A boat building business has just been started, and already orders for eight motorboats have been received. This is appropriate enough, as the people of Cork can boast of the honor of having established "The Water Club of the Harbor of Cork," the first yacht club in the United Kingdom, Lord Inchiquin, Hon. James O'Brien, Charles O'Neill, Henry Mitchell and John Rogers being its first members. The flag was "the royal Irish harp and crown on a green field in the center." A refreshing rule read: "That no long tail wigs, large sleeves or ruffles be worn by any member of the club."

An extract from "A Tour Through Ireland" by Ten English Gentlemen, 1748, says:

"I shall now acquaint your lordship with a ceremony they have at Cork. It is somewhat like that of the Doge of Venice wedding the sea. A set of worthy gentlemen who have formed themselves into a body which they call the Water Club, proceed a few leagues out to sea, in a number of little vessels which for painting and gilding exceed the King's yacht at Greenwich and Deptford. Their admiral, who is elected annually and hoists his flag on board his little vessel, leads the van and receives the honors of the flag. The rest of the fleet fall in their proper stations and keep their line in the same manner as the King's ships. This fleet is attended with a prodigious number of boats, which, with their colors flying, drums beating and trumpets sounding, forms one of the most agreeable and splendid sights your lordship can conceive."

This club still holds its annual

and is known as the Royal Cork Yacht Club.

In 1849 Queen Victoria paid her first visit to Ireland. She says:

"To give the people the satisfaction of calling the place Queenstown, in honor of its being the first spot on which I set foot upon Irish ground, I stepped on shore amidst the roar of cannon and the enthusiastic shouts of the people."

Cove, now Queenstown, is on the southern shore of Inismore, or Great Island, and called also Barrymore from the family of that name to whom it belonged from the time the English first came. In 1638 (according to Smith) David, Earl of Barrymore, made a lease of Cove, etc., to one Astwood at £20 per annum.

"The town is built on a series of terraces on the steep rise above the quays, the houses are fine and well built, and from the heights a most entrancing view is obtained of the harbor, with its varied shipping, the stately Olympic, making her 20-minute call at the entrance, or the latest little model of motor-boat speeding out to see her."

"To arrive from an ocean voyage and to enter the estuary in the tender, as the sun rises, is to see Queenstown harbor at its best. The dawn, peacefully mounting the sky, reveals the distant mountains, outlines, the nearer heights, cliffs and islands, while the lapping edge of waterline caresses each bay and wooded cove, the dockyard and the quays all bathed in the exquisitely clear and tender coloring of an Irish summer sunrise. Virgil in the Aeneid thus describes a harbor:

Within the long recess there lies a bay,  
An island shades it from the rolling sea.  
And forms a port, secure for ships to ride,  
Broke by the jutting land on either side  
In double streams the briny waters glide.  
Betwixt two rows of rocks, a sylvan scene  
Appears above, and groves forever green."

A description which might well be applied to Queenstown harbor and its gorse-clad slopes, rocky bays and "groves forever green."



(Copyright by Lawrence, Dublin)

Queenstown harbor, showing the admiral's flagship at anchor—This harbor is said to be capable of affording shelter to entire British navy



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### NEWCASTLE-UPON-TYNE GETS NAME FROM OLD CASTLE

(Special to the Monitor.)  
LONDON—Newcastle-upon-Tyne, the metropolis of the northern coal-fields, takes its name from the present castle or keep, built in the reign of Henry II. 1172-1177. The "Old Castle" as it is now called, though not one of the largest, is one of the most interesting of the Norman castles in England. It is built on the site of the fortress which dates back as far as 1080, but nothing remains of this original structure. The castle or keep is a square mass of solid masonry, the walls in many places being 14 feet. The grand Norman doorway was built on the third floor, so that in case of attack, the enemy would have to fight their way up a narrow steep, outside flight of steps. This doorway has been restored but is an exact copy of the original. There is a small chamber at the head of the stair, used now by the keeper of the castle, which may originally have been for the use of the priest.

Passing through the gateway you come to the Great Hall of the Castle, where the supposed John Balliol did homage for the crown of Scotland in 1292. The rooms in the thickness of the wall on this floor are worthy of attention. The most important is called the "King's chamber." Edward I. slept here many times on his way to and from Scotland. In a corner near the entrance of the Great Hall is a well 94 feet deep, lined with strong masonry.

To the second story the entrance is constructed that one man with a battle-axe could guard it against a host. The principal apartment on this floor is now used as a council chamber by the Society of Antiquarians. It is a high-vaulted room, once used for the accommodation of soldiers. The grand chamber is a spacious room, with a central column, expanding into six ribs, which support the roof. This chamber was used during times of siege for the lodgment of soldiers, or as a state prison; many of the rings to which the prisoners were fastened are still in existence. From the top of the castle, on a clear day, the view is very extensive, and it is interesting to realize how often, in those bygone days, the far horizon must have been scanned for the expected coming of friend or foe. The "Black gate," which was the chief entrance to the castle, is a picturesque building, now used as a museum by the Society of Antiquarians. A beautiful copy of the Bayeux tapestry, the original of which is still shown in the old Norman town of Bayeux in amongst the exhibits in the museum.

### EVOLUTION OF THE ENGLISH LIFEBOAT DATES FROM 1789

(Special to the Monitor.)  
LONDON—The evolution of the modern lifeboat forms a chapter in the history of shipbuilding that exemplifies, more than any other perhaps, how problems of the most difficult nature can be surmounted by ingenuity and perseverance. The first English lifeboat ever constructed was stationed at the mouth of the river Tyne in 1789. From that date to this all improvement and development has been more or less along the lines of that original vessel. The earliest models were those of the lifeboat with oars. Next appeared the lifeboats driven by steam, which are suitable only in certain conditions, and of which there are four placed at different points along the coast.

The Royal National Lifeboat Institution is now building a new class of vessel fitted with petrol motors. The most difficult problems in building and designing had to be encountered at the outset, and it is due to the excellent work accomplished about that period by such men as Woulfe, Greathead and Lukin, that the modern lifeboat possesses most of its valuable qualities today. It was necessary to design a boat that would be practically unimmovable, self-righting, and at the same time fast, strong, and roomy. These features constitute the main essentials in a lifeboat.

On the other hand the introduction of improved air chambers, relieving valves for the automatic discharge of water shipped, and the substitution of "kopok," a product from the Malay peninsula somewhat similar to cotton, in the place of cork, are some of the innovations that mark the steps of later progress.

When it is remembered that the English lifeboats are not supported by the government, but built and maintained by means of voluntary contributions, and manned by crews of local volunteers, it will be understood how much has been done by the Royal National Lifeboat Institution, in whose hands the whole of the organization rests.

The lifeboat the Lucy Newbon, stationed on Selsey bill, has rendered some very good service, and may be said to be typical of the majority of the 283 lifeboats that the institution has so judiciously distributed along the coast of the United Kingdom.

#### POTTERY OUTPUT IN U. S.

The output of the pottery industries of the United States had a value of \$34,518,580 in 1911, according to the United States geological survey. The pottery production for 1911 was greater than that of 1910, when the output was valued at \$33,784,078, the increase being \$733,882.

## LASTING BENEFIT FROM THEIR MAJESTIES' VISIT TO DELHI



(Copyright by T. Optical Press.)  
Comprehensive view of the Lahore gate of the fort at Delhi

(Special to the Monitor.)  
LONDON—Two events mark the year in the annals of India. These are the King's visit and the change of capital from Calcutta to Delhi. In the eyes of his majesty's Indian subjects the latter is of minor importance, being, as they consider, merely an order of their sovereign graciously announced to his people as a fitting mark of his having been crowned at Delhi.

#### Personal Sovereignty

In everything relating to India it is necessary to remember that the vast masses of the peoples of that country do not in any sense understand constitutional government. To them the viceroy and other officials are in reality, as in name, the servants of the King. Parliament an assemblage of his servants, gathered together to discuss how best to carry out his wishes and orders. To the inhabitants of India as a whole, rule by a sovereign is unknown and unthinkable. Even the rule of the East India Company was personified by them as the rule of John Company Bahadur, the word company being taken as the name of their ruler. It is this belief in a personal sovereign, a fact so forgotten by English officials, which was the mainspring of the success of the Durbar, and of the King's visit to India. The gracious manner of their majesties

and the intense interest taken by them in their Indian subjects, of all kinds and creeds, caused the flame of devotion and homage to the abstract idea of a personal sovereign, to burn with a warmth of personal loyalty and love for those rulers whom they had worshipped from afar, but who had now come among them.

#### Princes and Chiefs

The presence of their sovereign enabled the princes and chiefs to come forward and take their rightful places. It showed very clearly that the aspirations of the upper class Indians are social rather than political, and with the return of their majesties to England a gap appears in Indian society which can only be filled by the appointment of one of the princes of the reigning house as regent. The viceroy has been so overwhelmed by the actual presence of the King in his Indian empire that neither the present holder of the office nor any successor can hope to lead Indian society in the way which has now become urgent and necessary. The chiefs of India are being brought up and educated on western lines, and it is manifestly unfair to thrust them back, when their education has been completed, in the society of their inferiors. They require a lead to keep them on the right path and the only influence which can really touch them is social. The viceroy and his officials have

no longer the leisure or the status necessary to lead Indian society. A prince regent would bind the scattered elements of Indian society and not only of Indian society as we see it today, a society of men, but of a society on western lines, in which the women of the East would take their rightful place.

#### Homage of Princesses

At the Delhi durbars for the first time in history the princesses of India came together to do homage to their Queen, and, so coming, were allotted definite places for seeing the function and procession of the Durbar, and thus came into personal contact one with the other. Till the Delhi Durbar these wives of ruling chiefs had never met unless linked by ties of near relationship and even then very rarely. Now they know one another, regardless of race or creed, and have formed friendships which are destined to change the social life of the whole Indian empire. They have recognized the vast difference which exists between them in education and knowledge of the world. While some of them have had a good western education and have traveled in far countries, others are practically uneducated, and since their marriages have rarely quitted the four walls of the women's part of their husband's palaces. Without the Durbar these women would never have met. Having met, it is certain that a wave of discontent with

prevailing social conditions will sweep through the palaces of India, especially where the opportunities for culture and education have been withheld. Hitherto the British Raj has only dealt with the men of the Indian empire. Now 150,000,000 women have entered the lists, and the future of India lies in their development.

#### Rule of Princes in Empire

In discussing Indian problems it must be remembered that one third of the Indian empire is ruled by Indian princes who govern their own states in accordance with their own laws and under varying terms of treaty and compact. In the remaining two thirds the natural leaders of the people are also their chiefs. By means of education Great Britain has raised up a class of lawyer politicians who have no social status, but claim to speak in the name of India. Social reform will put these in their place and bring forward the real leaders of the people to take their rightful place in the social fabric which must now be reared on the crumbling debris of officialdom and want of education.

No class were more against the King's visit to India than the permanent officials, and the greater their experience the more they foresaw difficulties and dangers. They had forgotten, or never realized, that the natives of India worship a king. Both at Delhi and at Calcutta for hours after the King and Queen had retired from the throne which had been erected for such functions as the Durbar and pageant, a crowd of thousands of respectable Indians passed before the thrones prostrating themselves and in many cases putting dust from the, to them sacred, spot on their heads.

#### Result of Visit

Another mistaken idea was that the Indians only revered a king, and had very little regard for a queen. But this idea was dispelled by the number of children in the crowds in Calcutta, being held up to see "the children's queen" as they called Queen Mary. This was no doubt greatly due to the fact of her being the mother of five sons, and so in Hindu estimation worthy of great honor, but the crowds seemed just as keen on seeing the Queen as the King, and this was especially the case with the women. Before the royal visit there was much talk of disloyalty, and undoubtedly the small number of seditionists had attained an undue importance, owing in great part to their controlling the leading organs of the vernacular press. The coming of the King and Queen gave the masses of India an opportunity of showing how deep seated and real was their affection for their sovereign and the unfailing courtesy shown by King George and Queen Mary, the deep interest which they obviously took in their Indian subjects and everything connected with their lives have done more to insure the perpetuity of English rule in India than all

### MANY FOREIGN STUDENTS IN UNITED STATES

WASHINGTON—Statistics compiled by the United States bureau of education show that there are 4856 foreigners enrolled as regular students in the universities and colleges of the United States during the school year of 1911-12. Summer students brought the total up to 5227. These figures do not include the number of students in preparatory schools. Of this number, 3983 were undergraduates, 249 were graduates of American colleges taking graduate work and 624 were graduates of foreign colleges engaged in graduate work here.

Canada leads in the number of students pursuing courses in the United States with 898. The colleges and universities of the United States also draw considerable numbers from other countries of the East, India and Ceylon sending 148, Chosen (Korea) 21, Persia 17, the Philippines 123, Turkey in Asia 73, other Asiatic countries 24, Hawaii 105, Australia 105 and New Zealand 20.

Brazil sent the largest number of students from South America, 76; Argentina sent 51, Peru 28, Colombia 23, Chile 19 and the other South American countries 72. Mexico follows Japan in the number of students sent with 294. All of Central America contributed 84 students to the total. Africa was represented by 26 from Egypt and 53 from South Africa.

Private endowed colleges and universities and schools for professional education seem to be the most popular with the foreign students, the former class having 1981 on their rolls and the latter 1563. State colleges and universities enrolled 692, agricultural colleges 255,

the efforts of statesmen and officials during the past decade.

The festivities of Delhi and Calcutta had their counterparts on a smaller scale all over the country, and Dec. 12, the day of the coronation at Delhi, was celebrated in every township and village of any importance, each having its gathering of principal inhabitants, at which the King's proclamation was read, its sports for the young and the feeding of the poor of all creeds, followed in the evening by the illuminations so dear to the Asiatic. All over the country the greatest enthusiasm was shown by all classes, and the countless thousands who were unable to go to Delhi or Calcutta were still loyally thankful that the King had come among his Indian people, and grasped in a way they had never done before that he was not only the King of the Sahiblog or white folk, but their King too. The bond of a common sovereign puts the Indian on quite a different footing now he realizes that the King of England is also the Emperor of India.



## JAPAN'S SCHOOLS ARE MODERN

**N**AGASAKI—The tourist who travels through the interior of the Japanese empire will wonder at the sight of the comparatively new and large buildings upon a low hill or in a wide plain. These are the buildings of the primary schools belonging to villages. A village has one or two of these primary schools, while there are several of them in a city or town according to the number of children.

In selecting the site of a school great attention is paid as to its neighborhood. School grounds are required to have a suitable area, according to the number of children attending, with a plentiful supply of good water and proper drainage. The standard kept in view by the authorities in regard to the school grounds is that the exercise grounds shall be square if possible, the area being at the rate of 100 "tsubo" or 3000 feet for 100 children. In cities and towns it is very difficult to always carry this standard for obvious reasons.

As to the school buildings, a school-room must be from 18 to 24 feet in width, and from 24 to 30 feet in length, the floor space not to be less than one "tsubo" to four children. The ceiling has to be at least nine feet above the floor, the height of the floor above the ground has more than two feet and the space below is to be provided with openings for air on every side. The window area has to be not less than one sixth of the floor space, the upper edge not less than 8½ feet above the floor. No window can be placed facing children's seats. The color of the walls has to be gray, light yellow or some such neutral tint. The schools are so built that there is only one room width and a hall extending the length of the building, generally six feet wide. It is desirable to have two entrances to each room.

A Japanese lady was recently very much surprised to read in one of the American magazines that some public schools are built in a new style, i. e., the schools with wide windows called "out-of-door schools." Nearly all Japanese schools are built not only with continuous windows, but in many schools two sets of windows, one above another, the upper set made to be raised on a pulley to the ceiling, giving a constant supply of fresh air. Even in stormy weather these windows are thrown open as soon as a class leaves the room and often are left open during class hours. There are no fires in Japanese schoolhouses as a rule, but in the teachers' rooms a "hibachi" (fire box) is allowed for each teacher.

### Kindergartens

The children begin their school life at the age of six years, though there are kindergartens where they can go when they are three years old. The kindergarten system has not been developed much yet, and very few places besides cities and large towns have one. The school year in the primary grade commences on the first day of April and the children who are fully six years old by the end of March are enrolled then. Should they lack even one day they are left over to the next year. The crowded condition of the primary schools is the chief reason for enforcing this rule. The government seeing how unfortunate these children are who are left out, having to spend one whole year of their childhood idle, recently made a provision for opening another school year for such children on the first of September, but this provision is not carried out except in one prefecture, for even those children of regular school age in cities or large towns cannot be taken in at all once. They are taught in two divisions, one in the forenoon and the other in the afternoon, owing to the lack of room. According to the latest government statistics (1910), there are 26,084 primary schools with 6,473,590 pupils. The average of boys of school age who attend the schools is 98.88 per 100 and that of girls is 97.26.

### Primary Course

The ordinary course of the primary school is six years. While there is a higher course of two or three years according to local conditions, the former is the obligatory course. All the children, both rich and poor, have to go through, unless they are specially excused by the mayor of the city or the chief of the village on account of extreme poverty or other good reasons. The school hours are from three to six hours, according to the grades, beginning at 8 o'clock and closing at 11 o'clock in summer and 9 to 12 o'clock at other seasons for the first two years, for those who attend in the forenoon, and 1 to 4 o'clock for those in the afternoon. The children of the third year and up are dismissed at 3 and 4 o'clock in the afternoon during the month of July and the first half of September all the children have half a day's school. The primary school children have only 31 days summer vacation (the month of August), 12 days in winter (from Dec. 26 to Jan. 6) and one week in spring (March 25 to 31), aside from Sundays and national holidays.

The object of primary education is defined in the imperial ordinance on primary education, as "to give children the rudiments of moral and civic education, together with such general knowledge and skill as are necessary to fit them for life, while due attention is paid to their physical development," and the subjects taught in the ordinary primary course are morals, the Japanese language, arithmetic, Japanese history, geography, drawing, singing and gymnastics, with sewing for girls; also an addi-

tion of manual work may be made according to local conditions. All the text books for the use of the children in the primary schools are compiled by the department of education, and no others are allowed to be used.

### National Holidays

On New Years day, Feb. 11 (Kigen-setsu, anniversary of accession to the throne by Jimmu, the first Emperor) and Nov. 3 (Tenchosetsu, the birthday of the present Emperor), which are called the three great national holidays, all the school children are gathered to their schools. After they sing the national anthem they bow and pay their respect to the portraits of both T. I. M.'s, the Emperor and Empress, which are given to every public school for the purpose by the department of the imperial house-

guard and maintain the prosperity of our imperial throne coeval with heaven and earth. So shall ye not only be our good and faithful subjects, but render illustrious the best traditions of your forefathers.

The way here set forth is indeed the teaching bequeathed by our imperial ancestors to be observed alike by their descendants and subjects, infallible for all ages and true in all places. It is our wish to lay it to heart in all reverence, in common with you, our subjects, that we may all attain to the same virtue.

The 30th of October, 1890.

(Imperial sign manual. Imperial seal).

### Playgrounds

As to the care of children when they are out in the playgrounds the teachers are always with them looking after them

## TYPICAL JAPANESE PRIMARY SCHOOL



This picture shows the arrangement of windows and the children at play

hold and then the imperial rescript on education is read to them. This ceremony is also observed on their graduation days. For some time there were separate schools for girls but now they are taught with boys in the same classes in the primary schools and the number of women teachers for children is increasing rapidly.

As the imperial rescript on education forms the basis of all education in Japan, it will be interesting to read its authorized translation:

### IMPERIAL RESCRIPT ON EDUCATION

Know ye, our subjects:

Our imperial ancestors have founded our empire on a basis broad and everlasting, and have deeply and firmly implanted virtue; our subjects ever united in loyalty and filial piety have from generation to generation illustrated the beauty thereof. This is the glory of the fundamental character of our empire, and herein also lies the source of our education. Ye, our subjects, be filial to your parents, affectionate to your brothers and sisters; as husbands and wives be harmonious, as friends true; bear yourselves in modesty and moderation; extend your benevolence to all; pursue learning and cultivate arts, and thereby develop intellectual faculties and perfect moral powers; furthermore, advance public good and promote common interests; always respect the constitution and observe the laws; should emergency arise, offer yourselves courageously to the state, and thus

or playing with them. The teachers of the primary schools are mostly either the graduates of normal schools or those certified by the state or local government, after passing examinations. The graduates of normal schools are under obligation to serve the schools appointed by the government for five years after graduation. There are 144,506 primary school teachers (government statistics 1910), but there is still a great cry for more teachers in every place. The government is trying hard to get all the teachers needed while they are endeavoring to keep the teachers in their service as long as possible by raising their salaries, and by inaugurating a pension system for primary teachers or giving prizes to those who have served faithfully and satisfactorily for 25 or 30 years.

No tuition is usually charged for primary education, but in the cities or towns where the expenses to maintain the primary schools are heavy they are, with the permission of the authorities, charging a small amount of tuition monthly, from 15 to 30 sen (7½ to 15 cents).

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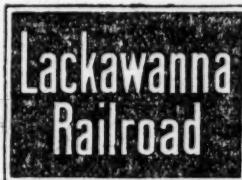
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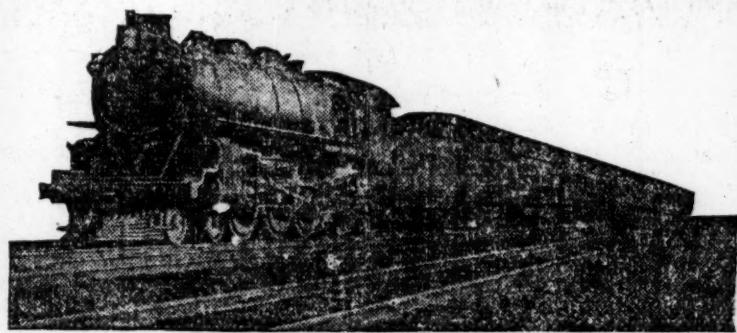
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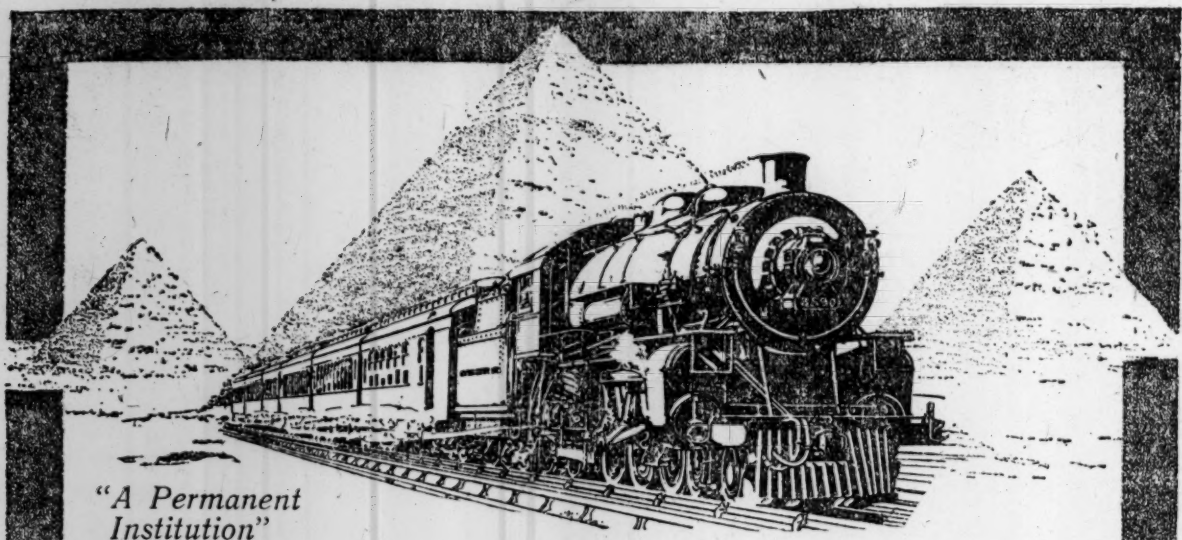
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## MEXICAN TRADE HERE AND ABROAD GROWS

SINCE a country's commerce is considered a means for estimating national prosperity, the statement of J. Acevedo, the Mexican consul at Boston, that the New England office this year shows a 200 per cent increase in business over last year, commands attention. The assertion of the consul bears directly upon the question whether the republic has progressed during the past 12 months.

Mr. Acevedo does not deny that his country has passed through a trying period, and that there is much to be accomplished before all things will work together for the greatest good of Mexico. But in an interview with the Monitor on present conditions and as it concerned internal and international business the Mexican consul emphatically declares that the past year shows progress.

"It is my duty to look after business matters," Mr. Acevedo said. "The consul has certain obligations to perform that require his undivided attention. But for the benefit of those who believe that my country has not progressed within the past 12 months I wish to say that figures do not bear out their assertions."

"I happen to be in a position where I can judge conditions fairly. Coming to Boston since President Madero took office I can also speak of what prevailed in Mexico before the new regime went into effect. Of course, I am still discussing commercial matters, and I affirm that when a consulate like that in Boston can show an increase in trade with Mexico of 200 per cent in one year then there is no standing still."

Mr. Acevedo was asked how he recon-

sidered his statement with others, that mining, for instance, was suspended in many districts.

"There are many conflicting statements that need explanation," he answered. "But the fact is that mining has been generally resumed except in certain isolated territories where conditions are improving daily."

"How do you think the national railways of Mexico could get along without freight, and when I speak of freight, that naturally means mining products in our country? Why, this year the company declared the largest dividends since the line was organized as at present. Traffic and earning figures on the national railways have always been considered good barometers of general business with us."

"New England manufacturers are coming to realize more and more the importance of the market which we have for them in Mexico. I am firmly of the opinion that as President Madero now strengthens the national ties so international trade will expand. We are realizing daily how his administrative ability is proving beneficial to the country."

Mr. Acevedo stated that one drawback to greater business dealings between the United States and Mexico was the insufficient ocean service. He said that one of the main things occupying him at present was trying to remedy this defect.

"This is where New England merchants should turn their eyes for their own benefit," he declared. "We want a direct steamship line between Boston and Mexican ports. At present shipments depend upon conditions that are

not businesslike. Will such a line pay? I say yes. It will not only encourage your manufacturers to ship more largely to us, but we can send more of our raw products to this country. Considerable of such material does come here now. Recently, for instance, a cargo of hemp came to Boston."

"Cooperation must be forthcoming. I am now working with certain shipping interests, that run steamers between Cuba and Boston, to include the leading Mexican ports. That would prove a step forward. I find your city and state governments fully conscious of the importance of more steamships to Mexico. A short time ago I had a talk with Chairman Bancroft of the board of port directors, and was pleased to find him not only conversant with the great possibilities ahead, but also willing and anxious that Boston should look to the South as well as elsewhere. He told me that he realized the importance of starting in at once to develop our mutual trade by using every legitimate agency possible."

"Another instance of New England cooperation became apparent to me when I appeared recently before the New England Shoe and Leather Association at the invitation of the board. There I explained how much could be gained by manufacturers establishing agencies in various parts of my country. European manufacturers do this, and with the ever increasing demand for New England footwear and textiles, and the fact that your goods are unequaled in many respects, I firmly believe that a direct steamship connection will prove a material gain for both sides."

"Far is it from me to minimize the importance of constantly improved service between Boston and European ports. The coming of such lines as the Hamburg-American and the increased and improved service of other lines all points to a great commercial future for your city. Then, there is the Panama canal, and just think what it will mean to Boston when, on the opening of that great enterprise, you have ready and in com-

mission adequate freight and passenger ships to reach us and farther south."

"I will admit that there has been some handicap to the fullest participation in industrial and commercial development. But the trying periods are over. Mexico—and here I feel certain that all who love the land will bear me out—is entering on a better era than it has experienced in years. A change had to be made. There can be no return to worn-out conditions."

"We hear it said at times that the Latin and the Saxon cannot meet on common ground. This is as wrong as to say that, because people differ on certain immaterial points they cannot, therefore, be friends. My relations with Americans, and I speak now of my experience while in Boston, has been such as to convince me that mutual consideration is everywhere appreciated. We have our characteristics, our idiosyncrasies, if you will. Others have their peculiar leanings, due to environment and training, perhaps. On the whole, however, men are very much alike in all lands. My business connections here are proving little short of delightful. And I am sure that those who reside among us in Mexico, and who will consider well all the circumstances, have as little ground for finding fault as has been the case with me here."

"Coming back to your first question, has Mexico made any progress within the past year, the answer must be in the affirmative. The result of the present steady upbuilding may not be fully evident to everybody. But those who look beneath the surface know that the business pillars of the republic are being strengthened daily. Our trade with other nations is on the increase. We look hopefully to the future, and I for one would ask all Americans interested in fostering commercial relations with Mexico to cooperate so that we can reach a condition so satisfactory that there shall be no limit to our trade intercourse."

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# MEXICO STILL ON TRIAL BEFORE WORLD

Question as to Progress Cannot Be Fully Answered by Either Supporters or Opponents of Present Regime

## NEED OF DIPLOMACY

MEXICO, D. F.—In the present unsettled condition in Mexico there are many and varied opinions as to whether the republic has gone forward or backward during the past 12 months. The Madero administration, according to those who uphold the hands of the Mexican President, has made distinct progress in respect to the restoration of internal tranquility. Others, again, are just as emphatic that matters are not further advanced than they were a year ago. In each case it is to be remembered that factional interests may have something to do with the respective viewpoints. Some Americans with business interests in Mexico, as well as some Mexicans, who for specific reasons judge conditions from the safer distance beyond the republic's borders, naturally enough look at the situation from an angle more in keeping with their individual ideas.

The position of the Mexican press has been such as to make satisfactory publication of news difficult. Yet notwithstanding a strict censorship and frequent attempts to belittle important revolutionary movements in certain sections of the country, enough finds its way into print to show that President Madero had his hands more than full. The climax came when the Felix Diaz revolu-

United States and Mexico is utopian and visionary.

But, while this may be the correspondent's individual opinion, it is only fair to give the committee time to get down to work in earnest instead of condemning its efforts at the very start. International amity is not won in a moment. The mere efforts of the well-meaning Americans and Mexicans composing the committee is worth taking into consideration where the opportunity for spreading distrust has been so great.

If it is doing nothing else than correct misrepresentations, whether in the newspapers or where men meet and discuss vital affairs, the international committee of peace and amity has a splendid chance to make its influence felt. Between the Saxon and the Latin there may be much that does not blend easily, but at the same time the situation is scarcely so extreme as it is made out to be by El Intransigente, a popular paper of the City of Mexico. The correspondent in question quotes El Intransigente, which does not belie its uncompromising name in the present instance, when it says, in part, as follows:

"The United States and ourselves can have no more in common than a purely diplomatic affection. We can be friends in protocols, in commerce and in certain limited spheres of action where the two people do not meet intimately. Less than any of the Latin-American nations is it possible for the Mexican people to feel in their hearts any real sympathy with their inimical neighbor on the north. There is a law, a universal law, that cannot be broken—'They and we'—a profound division, a line that cannot be erased, an abyss that cannot be closed. Peace and friendship? That which already exists should satisfy us."

Between them and us, beneath the smiles of ambassadors and behind the hypocries of official notes, our traditional feeling always stands as against theirs, their cupidity against our pride. Every effort that would join those whom destiny separates, and has irrevocably separated, will be useless."

## Trade Relations

If El Intransigente expects to accelerate Mexican peace and contentment, if this newspaper hopes to stand blameless before the world in the strong light of criticism which its utterances invite, then it has chosen a course which has little chance for success. But for this reason it will not do to dismiss this and other anti-American talk as groundless and dangerous. In fact, it is just as well that these sentiments are brought to the surface. As long as Mexicans think in terms of unfriendliness toward the United States this is surely little less serious than when thinking takes shape in written and not spoken words. Only when the facts are known can they be dealt with adequately. The committee of amity knows at least that it can do its share toward establishing better relations. Furthermore, the indictments presented by El Intransigente are not far from being correct when the paper states that cupidity and pride matched against each other can never succeed in clearing the atmosphere.

It has been said by Americans who have had much to do with Latin American nations that of all the countries in the world the United States understands South and Central America the least. This has mainly reference to trade relations. Those making efforts to get business in Latin America are confronted with conditions which invariably point back to a certain exclusiveness and self-satisfaction that characterize Americans in their dealings with the Latins. In the case of the Germans, the French, the Italians, even the English, the situation is different. The natives of these countries, when coming in touch with Latin Americans, try to look on these latter from their respective standpoints. This inspires friendliness and cooperation. In a small way there have been improvements within recent years, and Americans who have tried the European methods are loud in the praise of these methods.

Latin Americans are among the most hospitable people in the world. Mexico

has had many occasions for showing this, and there has been no lack of appreciation in government circles as to the treatment accorded the United States officials in the southern republic. But it is not enough that the governments view each other complacently. The people make the governments, and if a certain faction in Mexico is hostile to the northern country it means that some remedy must be applied to correct the misunderstanding.

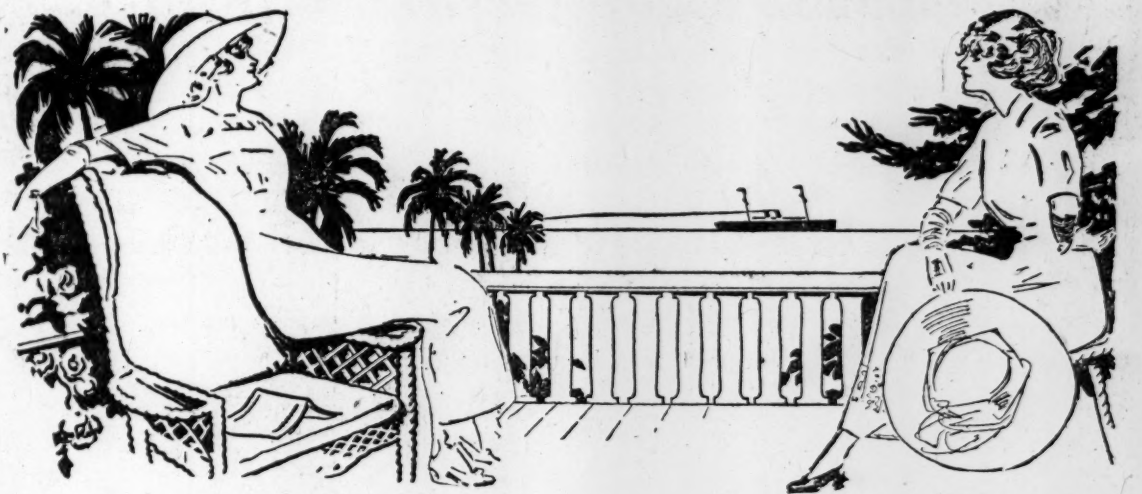
An armed truce between the United States and Mexico is dangerous. It is not at all clear that foreigners in Mexico have refrained from mixing in Mexican politics, as one correspondent claims is the case. As for the statement that Madero's administration is not a legally constituted government, it is for the Mexicans themselves to say the last word in this respect. It is true that millions of American money is invested in the republic and that protection is due those who have seen far enough ahead to seek out the southern field for remunerative investment.

If Madero keeps his promise that he will see to it that such protection shall be forthcoming as quickly as he succeeds in establishing order in the country, then American investments and the investments of other nations will be safe. Intervention must at best seem a far-fetched proposition. And the American neutrality laws are specific enough on the score of what is necessary so as to leave the Mexican government and the opposition to themselves in their controversy.

Has Mexico made any progress the past year? The question stands unanswered. Politically considered, the unrest is still noticeable. The Mexican Herald, at no time too friendly to the Madero administration, recently published its veiled arraignment of the government in language as strong as was possible and still pass the censor. Opposed stands the government organ which attaches the least possible importance to the political situation.

Today, as when the Diaz regime ceased, Mexico stands on trial before the world. Whether there has been a rift in the clouded horizon cannot be discovered by taking the opinions singly of the supporters or the opponents of the government. But it will take more than one guess to dispose of the question whether Mexico is now fully ready to assume the important position to which it is entitled among the nations.

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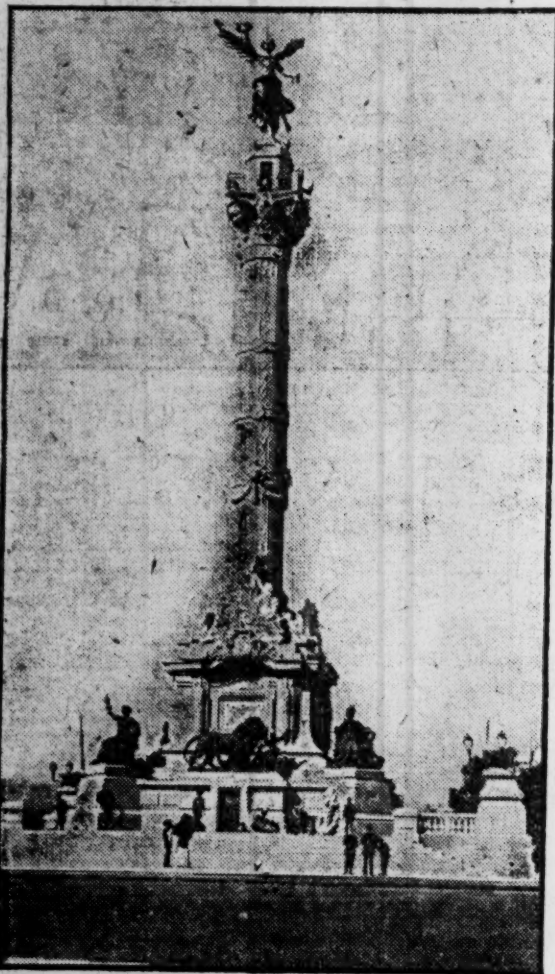
### OPERATES OVER WIDE AREA

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### PATENT FOR DRAPING PROCESS.

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## STATUE OF INDEPENDENCE, MEXICO CITY



Located on the Paseo, the beautiful boulevard leading to Chapultepec, the presidential residence

tion was nipped in the bud by the capture of the former President's nephew and the incidents that followed the Vera Cruz fiasco.

Even in this instance the diversity of opinion has been marked, and the strong efforts made in behalf of General Diaz by his friends and the unbending attitude of President Madero not to interfere with the finding of the court, again showed the division in sentiment. As late as the end of last month it could not be said that Mexico had entered upon its stage of pacification.

## International Amity

Foreign correspondents in Mexico, particularly those in the capital, who may be considered neutral in respect to a tangled situation that concerns the Mexicans primarily, and the outside world next, have not been painting very rosy pictures of the course of events. Replying to a recent inquiry as to what progress the republic has been making during the past year, one such correspondent claims that it is nil. He goes further and asserts that the recently organized international committee of peace and amity, formed for the purpose of fostering closer relations between the

More than that is not possible while they are what they are. It is not possible for either of us to dream or to think alike. Our faith is the Latin faith, the faith of the Scipiones and the Guzmanes. . . . We cannot unite in sympathy two constitutions, two idiosyncrasies. . . .

"It is necessary for us to be friends, as it is permitted us to be in official appearances. This is a defense of our weakness against the threat of their dangerous force. We continue to admire their greatness, their civilization, their inventions, their railways, their ships, but we distrust, we distrust, we distrust."

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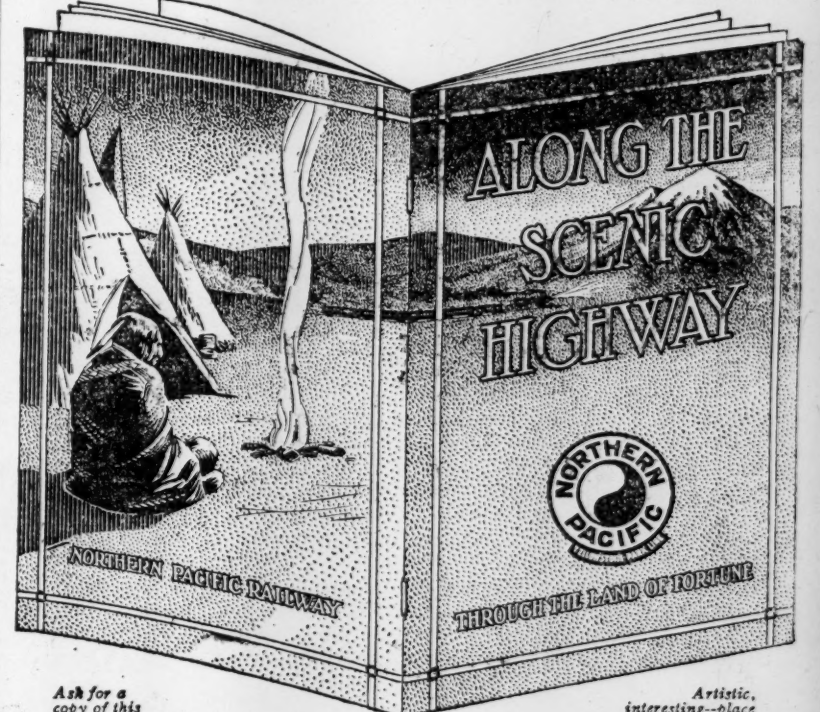
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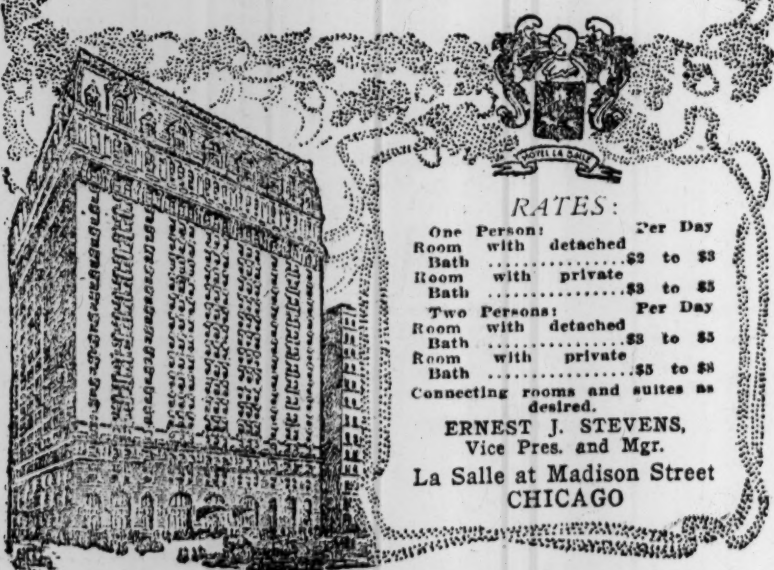
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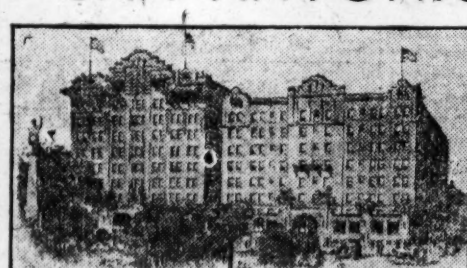
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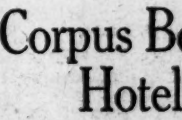
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Jersey Cow, "CUTE 2nd," vol. 22, p.  
278. Prizes, 1910: 1st and Champion  
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Counties, 1st Bath, 1911—1st and  
Champion R.A.S.E., 1st and Champion  
Sussex, 1st Royal Counties, Tun-  
bridge Wells, Yorkshire, and Royal  
Lancashire, 1912—1st and Champion  
Oxfordshire, 1st Bath and Royal  
Counties. Cute 2nd gave from April  
24th to September 2nd, 1910, 4,172 lbs.  
September 25th, 1910, to September  
30th, 1911, 8,141 lbs. Jersey Herd:  
Prizes in Educational Exhibitions,  
69 1sts, 47 2nds, 33 3rds and 2 Blyth-  
wood Bowls.Shorthorn Cow, "DOROTHY," vol. 57,  
p. 1132. Prizes, 1907: 1st Milking trials  
and 2nd Inspection Royal Counties Show,  
1st Inspection Bath Show, 3rd Inspection  
R.A.S.E. Show, 1st and B.D.F.A. Gold  
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# THE CHRISTIAN SCIENCE MONITOR

Section Eight

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER, 27, 1917

## Transportation Activity Fast Making Boston Big Port of Entry

**Development of Waterfront, Channel Dredging, Electrification, Railroad Extensions, Trolley Express, Suburban and Terminal Improvements Mark Year of Great Activity**

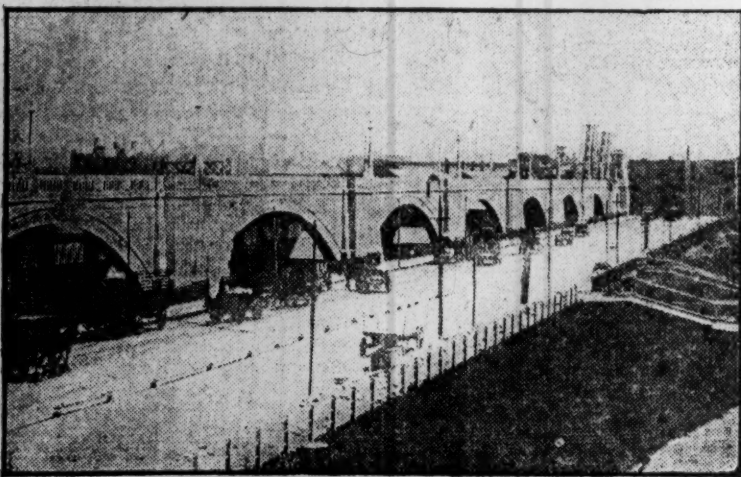
STEAMSHIP, railroad and trolley transportation in Boston has taken tremendous strides in the past year. The near future will see new boat lines connecting this port with European, South American, provincial and other ports, entry of new railroads and extension of others linking up the commercial cities of the continent and the trolley express delivering freight to points within and near the state of Massachusetts. Nearly \$6,000,000 of the \$6,000,000 appropriated to cope with the increased transportation waterfront facilities has been set aside for the South and East Boston projects, besides millions for railroad and trolley equipment which is being modernized and increased. Bridge, track, tunnel and subway improvements also are now under way.

Development of the many idle miles of available waterfront, with the addition of two belt railroad lines, an exterior and interior; with advanced plans for the rearrangement of railroad yards and connections, including a tunnel under the harbor and electrification; with a huge drydock, channel dredging to a depth of 40 feet at mean low water, and filling in of many acres of flats for industrial sites; and many minor factors all aiming to the upbuilding of the port as a great industrial and commercial center are now under the guidance of the comparatively recent creation of the Legislature—the directors of the port of Boston.

Dredging operations are proceeding rapidly at Commonwealth docks so that the channel may be clear for the arrival of the first steamer of the Hamburg-American line next spring. The great scows now at work will continue in service until April 1, the date for the completion of the \$87,000 contract between the port directors and Breyman Brothers, unless fast work brings it to an end sooner.

Hugh Bancroft, chairman, and Francis T. Bowles, Joseph A. Conry, William S. McNary, chairman of the state harbor and land commission, and William F. Fitzgerald constitute the directors as appointed last December. Already \$5,500,000 have been appropriated by this body to develop South and East Boston, and \$3,500,000 remains at their disposal.

### "L" EXTENSION VIADUCT OVER CHARLES



As seen at left rising above river dam roadway

Fitzgerald constitute the directors as appointed last December. Already \$5,500,000 have been appropriated by this body to develop South and East Boston, and \$3,500,000 remains at their disposal.

### New Steamship Service

With the announcement of the Hamburg-American line that it would place the largest steamships in its present service to New York on the new Boston passenger line to Hamburg, beginning with the Cleveland and Cincinnati next May, and following with the Kaiserin Augusta Victoria and Amerika during the next two years, have come notifications from other steamship lines of proposed extensions of existing service by the addition of new boats, or of the coming inauguration of entirely new service to this port.

By no means the least important of the new lines is that which the Portuguese government is to establish between Lisbon and Boston. The line will give direct service between these two ports and will be subsidized by the Portuguese government for about \$100,000 the first year and by decreasing amounts the succeeding years. Once the bids have been settled, the tonnage, the sailing schedule and ports of call for the enterprise will be determined. Mail, passengers and freight will be carried between

the two points. The decision to make Boston the port for this side of the Atlantic came after long deliberation by a

The steamers Carrill, Tivives and Sixaola will be placed in the Boston service by the United Fruit Company April 1 of next year. These ships have been returned from their maiden trip to Panama. Already work of remodeling Long wharf, the Boston terminus, is about finished. Up to this time the United Fruit Company has had little business as a passenger carrier out of this port, but as soon as the trio of ships is placed on the route this branch of the service will be catered to. It is the intention

Plant line, from Boston to the Provinces, with a gross tonnage of 4500 and a speed of 18 knots, arrived in this port on her first trip on Nov. 1. This new vessel is but the forerunner of a number of new coastwise ships which have already been promised by the Eastern Steamship line, which has taken over all of the coast lines out of Boston to the north with the exception of the Plant line, and is seeking purchase of the Sound lines of the New Haven road to New York. Its fleet now numbers 33 steamships.

The Eastern Steamship Corporation

was recently reorganized with the combination of the old company and two other coastwise companies, and a boom to this class of traffic is now being felt in this port and all along the New England coast. The service to New York all the way by water from Boston has been improved and proven very popular during the past summer.

This line through its president, Calvin Austin, has promised two new steamers similar to the Harvard and Yale ships of the old Metropolitan line to New York for the line to Yarmouth, to be placed in

**Steamship Companies Inaugurating New Service in Boston Including Hamburg-American Line — Companies Now Docking Here Planning to Add More and Larger Boats**

been authorized to proceed with its plans for the construction of a fast line from Postoffice square in this city by

den extension have resulted in the absolute separation of the out and inbound traffic, the surface cars taking a loop after unloading and swinging around to load from another platform. The unloading and loading platforms for the elevated trains are also entirely separate now.

### Trolley Express

The operation of the new concrete-arched viaduct over the Charles river on the downstream side of the dam is also resulting in improved service and satisfaction to the patrons of the line living to the north of the city. It carries the surface cars from the old Tremont street railway up an incline to an elevated structure connecting with the viaduct whence a short stretch of elevated track the lines separate to Cambridge and Somerville, giving quicker and straighter travel than by the old routes.

Soon after the viaduct was completed and passengers were taking advantage of the rapid transit offered the trolley freight express was inaugurated in another part of the city. Terminals and stations with adequate platform space were erected and a certain number of cars were assigned for service at regular intervals during the day. Winning the approval of the city merchant this new service was soon taken advantage of by agricultural men in nearby cities and towns and within a short time considerable business was being done by the new carriers.

The growth of the trolley express has been one of the features of the past year's development of electric railway traffic. Fast cars for express and freight exclusively are now operating extensively to the south of the city over the Bay State Street Railway Company's lines from the center of Boston, the Boston Elevated having been authorized to handle such service.

The northern lines of the Bay State and the Boston & Worcester Street railway line are preparing to extend this service over the entire eastern section of the state. A central terminal for all of these lines is established temporarily on Harrison avenue in the city of Boston and will soon be replaced by a new central depot.

No one who attended the hearing before the railroad commissioners about a year ago, at which representatives of various trades throughout the state filled room 240 at the State House, could doubt after listening to the arguments presented that Massachusetts wants what other states already have—a comprehensive and wide-reaching system of trolley freight and express lines.

It is expected that in the ultimate working out of the plan the trolley freight cars coming into Boston will be run over the less used track at hour not to interfere with the passenger traffic. The hauling too will be to and from an appropriate terminal without sidewalk deliveries. These improvements then will decrease the wear and tear of streets and avenues due to long distance teaming and benefit directly or indirectly the people who live in communities served by the trolley freight express. They will also provide the means for handling properly freight which needs prompt delivery.

When these vast improvements are

## PRESENT DIRECTORS OF THE PORT OF BOSTON



GEN. HUGH BANCROFT, (Chairman)



WILLIAM S. McNARY



FRANCIS T. BOWLES



JOSEPH A. CONRY



WILLIAM F. FITZGERALD

commission appointed by the Portuguese government to study the matter.

The Holland-America, United Fruit Company, Coastwise Transportation Company, Norwegian Gulf and the Plant lines have all either put on new steamers or promised them for the near future. Three new steamers of 10,000 tons each will be added to the Rotterdam-Boston-Philadelphia service which will then give

of the company to extend its freight service also.

The new vessels, each of which is 5000 tons net register, will be able to carry double the amount of freight handled by ships now operating here. While no extension of territory served by the company from Boston is contemplated, still it is believed there will be a much increased volume of business. The Boston boats now running will be retained, except in the winter, when they will be sent to southern ports. The three new craft will be run the year round on the Kingston, Panama and Costa Rica route.

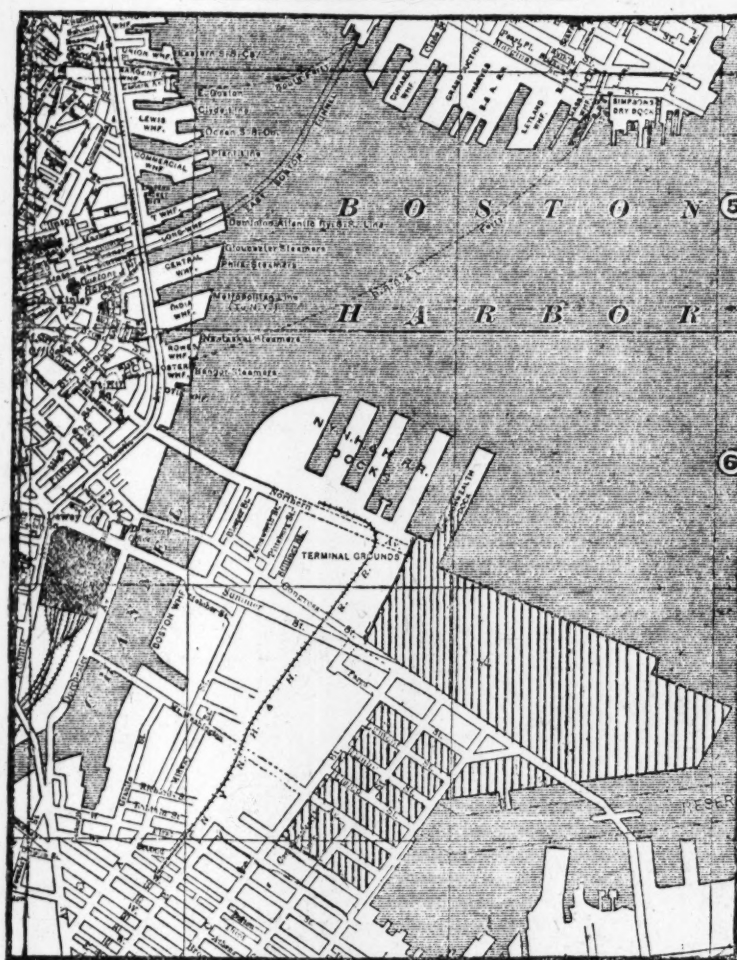
A new steam soldier, the Middlesex, built for the Coastwise Transportation Company of this city, and the fourth of a fleet of five new vessels has but recently completed her maiden trip.

The ship sailed from Norfolk Oct. 22, with her first cargo of 7500 tons of fuel for the New York, New Haven & Hartford railroad, under whose charter she will be operated five years. The Middlesex, commanded by Captain Elmer Crowley, formerly of the steamer Suffolk, will be followed by the Norfolk to be launched in December.

### Norwegian-American Line

A vigorous movement to bring the service of the newly formed Norwegian-American line, which was organized to ply between Christiania and Bergen, Norway and New York, to Boston when the two new 12,000-ton combination passenger and freight steamships are placed in commission next spring is being made by the port interests. It is looked upon favorably by the officials of the company who were recently in this country and solicited the opinion of the influential Norwegian subscribers to the line who live in the West.

The new steamship Evangeline of the



(Copyright by Sampson & Mordock Company)  
COMMONWEALTH PIER AND PROPERTY IN SOUTH BOSTON  
Shaded portion of map shows land which merchants want utilized and gives location compared with other points

commission in the spring of 1914. Rearrangement of the sailing schedule of the service to Yarmouth will go into effect next spring.

### Electrification

Electrification of the Providence division of the New Haven road is authorized and plans are now in process of completion. This is but the basis of complete electrification of the system.

Construction of a short connecting line of railroad between the Boston & Maine and New Haven roads at Springfield will result in the establishment of additional direct service between this city and New York by the Central Massachusetts division of the Boston & Maine. Four tracking by the latter at Lynn will allow for an increase of business.

Extensions in the passenger and freight facilities of the different railroad lines in Massachusetts have been made and are now under way at various points to handle the increased business.

The Boston & Eastern electric road has

way of a tunnel beneath the harbor to Lynn and Beverly.

Another phase of the development of facilities for the speedy transfer of merchandise from one place to another is shown in the operations which are going on in the subways and on the surface and elevated lines.

Work on the various new subways and extensions of the subway and elevated lines of the Boston Elevated Railway Company is now very active. When these new lines of transportation within the city and its immediate surroundings are completed, Boston, it is expected, will have unsurpassed facilities for aiding its people in their pursuit of business.

New stations are being and have been constructed on the elevated lines to enable the road to handle more efficiently the increasing traffic. The new Cambridge subway connecting Boston and Cambridge across the Charles river by fast electric trains has proved of great advantage since its opening, and has been pronounced by William A. Bancroft, president of the company, since his recent return from abroad as unequalled by any foreign service.

The new Boylston street tunnel which will serve the western section of the city is well advanced, some sections being complete with the exception of the elevated equipment. The new Dorchester tunnel which like the Boylston street subway leads from Park street in the center of the city is under way and in small part finished so far as the concrete work is concerned. This tunnel is the continuation of the Cambridge subway and dips beneath the Washington street tunnel at right angles to the line of that underground way.

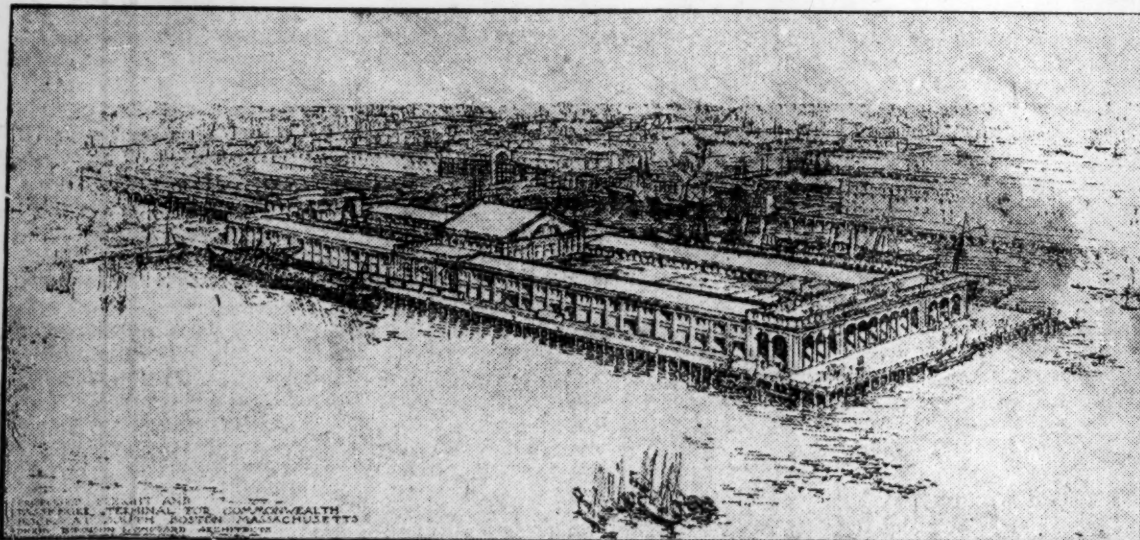
Plans are being completed for the extension of the East Boston tunnel and



First trolley freight terminal in Boston at Randolph street and Harrison avenue

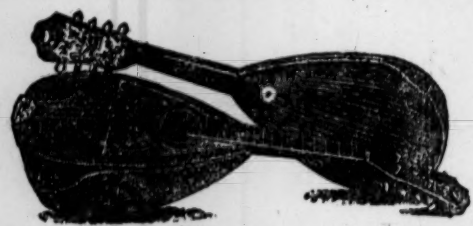
the construction of the elevated extension from Sullivan square to Malden square is about to commence. Alterations in the Sullivan square terminal preparatory to the building of the Mal-

effectuated for the transportation of materials and merchandise over water and by rail. The port will stand high in the world's list of commercial and industrial cities.



Perspective of proposed freight and passenger terminal for Commonwealth dock



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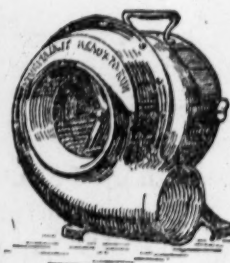
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## HISTORIC LANDMARK OF THE PILGRIMS

(Special to the Monitor)  
AMSTERDAM—Amsterdam as well as Leiden, Delfshaven and Southampton played a little part in the nomadic expeditions of the Pilgrim Fathers. John Robinson and his faithful band of Puritans came here first from Plymouth, England, to worship for a while, gathering momentum as it were, before embarking on that long and memorable voyage in the Mayflower to the new world, the third and last of their three homes, England, Holland and America. So while 90,000,000 Americans, scattered far and wide, unite in observing Thanksgiving day, a little congregation in a quaint, little church in Amsterdam, Holland, gathers for the same lofty purpose, in the same cheerful spirit to express a kindred feeling in a kindred tongue. This unique congregation consists of a rather composite body, in which the principal element is Dutchmen, who sing "God Save the Queen."

The American people have erected monuments in other parts in grateful memory of the Pilgrim fathers, who were the founders of the American nation and

this Thanksgiving day. In Amsterdam no such memorial need be set up. Before Columbus discovered America, the historical landmark of the first settlers in Massachusetts was built in Amsterdam. Before the Declaration of Independence was signed; before De Ruyter, the intrepid Dutch admiral, went up the Thames to bombard London, and before the first permanent settlement was made in the United States, divine services were held in this English Reformed church in the English language. Through all

lowers worshiped, it is wrong. When he arrived in Amsterdam there were several communities of English-speaking people, with an equal number of different religious sects (22 congregations in all), who were all alike welcomed to the free soil of the Netherlands. The house in which the passengers of the Mayflower conducted services is in quite a different part of the city, known as the "Brownisten Gang" or Brownist alley, named after another set of English refugees. This building, a low ceiled

lege cloister—a little village with its village church, in the midst of a great city. Another entrance to the court is along an arched passage entered from the Spui by a door behind the Haarlem Electric railway station. It is surrounded by old-fashioned houses inhabited by some 300 Roman Catholic women; there is a garden with fine old trees and in the center stands an ancient church, quaint and interesting.

"The court is known as the Bagijnshof (Baguines' court). It derives its name from an ancient order of nuns, called Baguines, for whom it was originally erected, and a few of whom still live there. This sisterhood, which is said to have been founded in 686 by St. Begga, daughter of Pipinus, Duke of Brabant, was not restricted by vows, nor did it follow the rules of any order, but was united under a superior for the exercise of piety and benevolence and lived generally in small cottages, which, collectively, formed the Bagijnshof. The church which was built about 1400 A. D. (the date 1574 over the entrance indicates the year in which the first gate was built), was in the old days used as their chapel; but in the year 1607, some 30 years after Amsterdam embraced the reformed religion, it was assigned by the municipal authorities to a congregation of refugees from England and Scotland, of whom during the sixteenth century large numbers fled to Holland, and of British merchants who were attracted to Amsterdam, then one of the busiest marts of the world."

The interior features of this old sanctuary are also interesting. It has an elevated pulpit in the center of one side of the building, with an old-fashioned sounding board overhanging it. According to the old seating plan, which is happily now in process of improvement, an authorities' pew with a cloth canopy overhead directly faced it from the other side, as if these two fixtures sat in judgment on all the other objects in the room. Along the pulpit side, facing the minister, were officers' pews, elders to his right and deacons to his left.

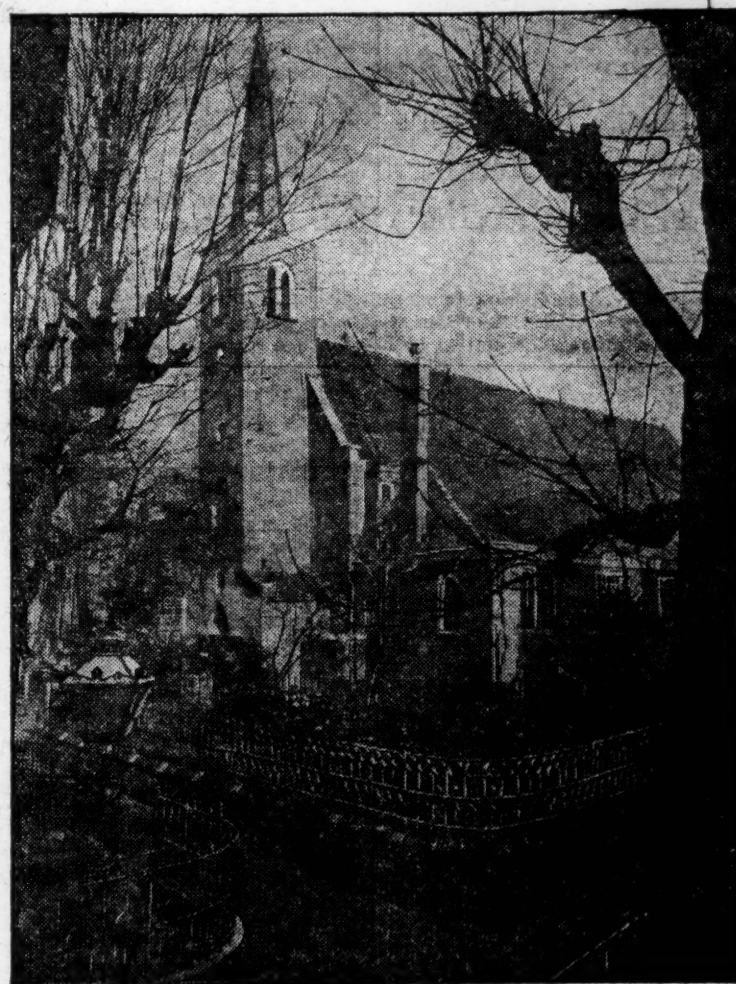
Between the authorities' pew and the pulpit was a solid body of chairs, while at the far right and left ends of the building are several rows of pews, the arrangement taken as a whole making with the chairs a sort of a pit to be looked down on by the pews.

The ceiling of the building looked like plain boards and wooden beams, white-washed according to the Puritan idea of church decoration. In taking its white coat off recently it was found that the roof is of oak, much more durable and of finer finish than had been supposed. While the reseating contemplates the removal of the pulpit to the east end of the church the old line up of pews around it will be preserved, saving as much as possible of the historical effect. In regard to other improvements, English and American ideas of church decoration and comfort will be followed.

On Sunday, May 28, 1899, the pulpit previously mentioned was formally dedicated as a permanent memorial of the accession of her majesty Queen Wilhelmina to the crown of the Netherlands, and as a token of the congregation's gratitude to the house of Orange for tangible help and kindly protection given to the church since its establishment. It has four beautifully carved panels in oak. The right hand panel represents the church as a teacher conveying the message to the world, while the left hand represents her as a benefactress lifting up fallen humanity. On another panel church and state join hands in mutual alliance. The front panel, which is the most elaborate, represents an angel entreating a blessing on the coat-of-arms of the Netherlands, with the dates 1890-1898, the dates of the birth and coronation of Queen Wilhelmina. The book-board on which the pulpit Bible rests is a present of William and Mary, King and Queen of Great Britain and stadtholder of Holland. Altogether the carving is very effective.

A part of the support of this church is from the Dutch government, it being of course connected with the Dutch Reformed Church of Holland. At the reformation the property which then belonged to the church was set apart for the use and maintenance of the clergy. During the French supremacy, however, this fund was seized and declared national property. Now that the fund in question has merged into that of the state, the government has paid the whole stipend of the clergy. Out of that fund this congregation receives \$800 annually. Otherwise the church is self-supporting. The present membership of the congregation is about 200, most of whom are Hollanders who speak and understand English, but whose ancestors either on the father's or mother's side have been English or Scotch. The present minister is the Rev. William Thomson of Scotland, who became its pastor in 1895. He received the degree of M. A., 1885, and of B. D., 1892, from the University of Aberdeen at Aberdeen, Scotland. He was for a time assistant to the Rev. J. A. McClymont, D. D., of Aberdeen, Scotland.

It would be difficult to estimate the number of tourists who visit this ancient building every summer, among whom are people of all nations and of all stations. Even Queen Wilhelmina took her guests, the King and Queen of Belgium, to see this court during their visit to Amsterdam two years ago. American and English tourists, pilgrims of another kind and of a latter day, flock to the little Bagijnshof in legions almost every day of the year, and not a few find a welcome in this ancient house of worship where they feel a mutual interest and hear a familiar tongue.



(Copyright. Used by permission)

## Reformed English church, Amsterdam, built about 1400 A.D.

these eventful centuries, in which Napoleon sat while in command of the Netherlands, and Holland saw Belgium segregated from her, this little church, humble, but proud of its achievement and magnificent in its devotion and simplicity, has been the scene of worship in the mother tongue every Sunday morning. To American tourists who attend it with prayer-book in one hand and guide-book in the other, it is the historical ghost of the Pilgrim fathers, but to its present members it is a venerable institution, grown hoary with age and sanctified by service. Among the present members are many Dutch, who for historical reasons or personal preference, have cast their lot with it. Others comprise English and Americans residing in Amsterdam.

According to the quaint language of the church records the founding of the congregation is described as follows: "In the year of our Lord and Saviour 1607, the third of the month commonly called February about four of the clock in the afternoon is the Church in Round Bagijnshof opened in the praesens of Mijneheer de Schout and D. Peter Plancius, minister of the Reformed Dutch church in Amsterdam, is the preaching-stool brought in that same church and set up for the English-speaking people at Amsterdam, Holland. The next day following being the Lord's day about nyn of the clock in the forenoon after prayer and thanksgiving unto God hath D. Jonannes Pagetius of the English church praeced the first sermon in that aforesaid church and the text was, 'Create in me a clean heart, O, God.' Psalm 51, verse 10."

The first members of this congregation were mainly Englishmen, who came thither from the terrors of persecution in England, drawn to Holland by the prospects of commercial gain and religious freedom. The first minister was the Rev. John Puget, M. A., from Nantwich, Cheshire, England, who had been ejected from his former charge on account of his Puritan leanings and found a home, with the refugees from many other countries, in the Netherlands, which was at that time the leading maritime nation of Europe and the asylum for all religious exiles. This congregation was formed about 30 years after Amsterdam embraced the Reformed religion.

Although many tourists who visit this revered old church in Amsterdam carry away the impression that it is the building in which John Robinson and his fol-

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# CONNECTICUT RIVER TO BE NAVIGABLE

Will Prove Great Benefit to Springfield, Holyoke and Chicopee and Many Thriving Industrial Centers

## NEW DAM PLANNED

SPRINGFIELD, Mass.—It is sometimes said that all the great deeds of this world have been accomplished by dreamers. The truth of this statement depends largely as to whether one believes in dreams, not the dreams that visit one during the quiet hours of the night, but rather the dreams that come to one as during his busy life he looks to the future and sees there a possibility which others in their daily tasks are too busy to view. These are the dreams which often come true. And if the dreamer is a man who is also a clear thinker, the successful reality of his speculations is almost inevitable.

Years ago in the peaceful Connecticut valley there were many who dreamed of the possibility of some day seeing navigation upon the wide and useful Connecticut river. But as time wore on this old New England spirit failed to furnish sufficient enthusiasm to keep the number of dreamers large. So finally, through the process of time, those who had hopes of the Connecticut river being made navigable were reduced to a small number. Indefatigably the faithful strove for the result they had so much desired, and now that they have been successful all the old ones, who long since deserted or lost faith in the cause, have come forward and are helping to celebrate the fact that the Connecticut river is at last to be navigable.

## Cities Benefit

Springfield, Mass., is the largest city to be affected by the navigation of the Connecticut river. There are two other cities which will receive great and direct benefit from this also. They are Holyoke and Chicopee. These three cities at the present time are wholly dependent upon the railroads for their transportation facilities, and while the railroads have given a reasonable amount of satisfactory service, yet when one contemplates that beside these cities flows the largest unnavigated river in the world it seems most surprising that navigation has not long since existed. The river is the natural and inalienable highway for transportation, free and open to all, and the navigation of this river is as if opening the door to the great commercial markets of the world. The railroad facilities and rates have in many instances been prohibitive to a great many industries to extending their trade as they would like to do but now that navigation is to be, there is no question but that all along the Connecticut river from Hartford to Holyoke will be built large industries, and that the day is not far distant when the dream of these dreamers will be a reality, and that dream will be for the Connecticut river to be lined with many factories in a prosperous condition and for navigation to be carrying their wares out to other ports and bringing back commodities which, at a much lower price can be consumed by these cities in the Connecticut valley.

It is almost impossible to state the great opportunities for development that now lie along this valley. For many years Springfield, Holyoke and Chicopee have waited, and a few of their earnest citizens have striven for this goal. It is, at last reached, and it is little wonder that all rejoice.

## Present Hindrances

Many years ago there used to be navigation as far north as Wells river, but that was long before the Holyoke dam was built and bridges constructed across the river, which are at the present time hindrances. There has been one obstruction to Connecticut river navigation. Half way between Springfield and Hartford the river flows rapidly for several miles over a rocky bed and thus forms a break in the deep water which extends to Holyoke. The location of this obstruction is in the state of Connecticut, and it has been the people of Massachusetts who have been striving for navigation. Therefore it was necessary to take the matter to the national government. They ordered a survey to be made of the river, and it was estimated that it would cost \$3,000,000 to do the work necessary to get around these rapids and secure free passage to the sound. In the old days all that used to be necessary was to make such a report to the rivers and harbors committee, and the appropriation would be attached to the rivers and harbors bill and the work would be done.

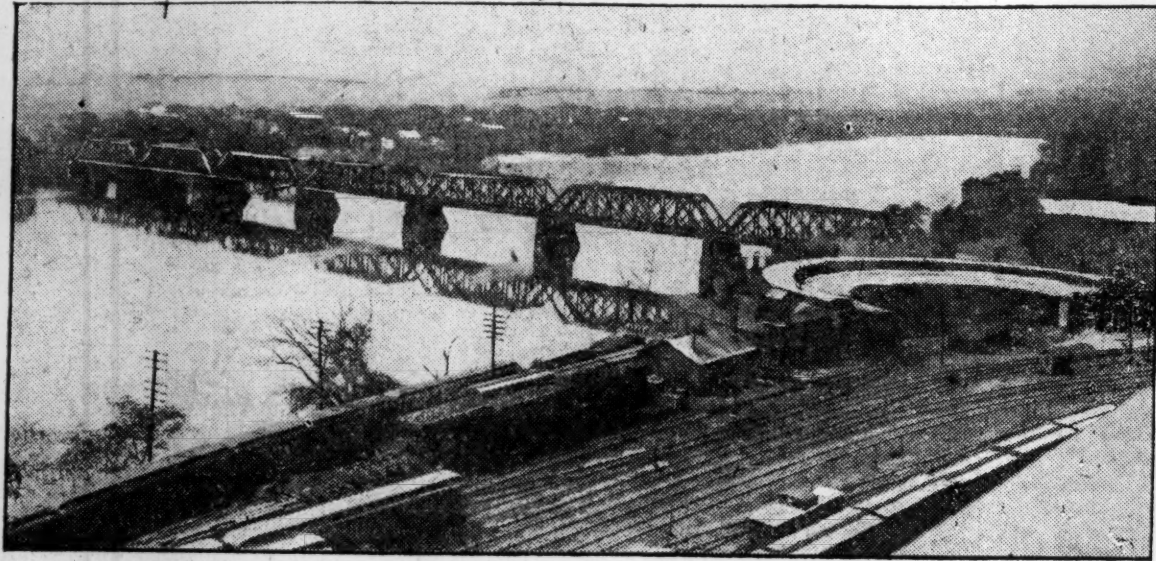
But so great an amount of unnecessary expense was thus incurred by congressmen who saw to it that muddy creeks were dredged rather than good rivers, that it was at last decided to make these appropriations for opening rivers only upon recommendation of the army engineers. Therefore, for 15 years, no progress has been able to be made to

get any appropriation until it was first examined by the board of engineers. The army engineers have decided that it Government to expend \$1,500,000 on this project of making the Connecticut river navigable. But the entire cost would be \$3,000,000 and the balance is too

ones constructed. Coal will be brought to Springfield and Holyoke at a much cheaper price, and it will cost less to send out the products of these cities by water than by rail. In truth, it would be about as quick to send goods to New York by water as it would by

and rationally endeavoring to bring about this result, and the result is large enough and the hearts of these men are generous enough to permit all to celebrate and receive the credit thereof. What the future may hold in store we do not know, but it is a reason for satis-

## CONNECTICUT RIVER NORTH OF SPRINGFIELD



Gives good idea of possibilities of factory sites and dockage facilities

large for the communities interested to raise or the state to appropriate.

However, another source has been found by which the remaining \$1,500,000 can be made possible and that is the recent discovery that electric power is a most remarkable product and, therefore, by the construction of a dam at these rapids and the building of a power house, electric power can be transmitted up and down the valley, making a sufficient return to merit the investment of \$1,500,000 in a power plant at this point.

The Connecticut Northern Light & Securities Company of Connecticut, and the Connecticut River Company, have sold out their interest to Stone & Webster. A new dam will be constructed at this point provided certain vested interests are waived and navigation is made possible by the construction of satisfactory locks around the dam. The Erie canal locks are 345 feet long by 44 feet wide with a 12 foot clearance over the sills. It is desired that these locks around this dam shall be 350 feet long by 75 feet wide and 12 feet over the sills. All that is needed now is the approval of Congress, which is reasonably certain, and the dam will be constructed and the locks built. But the dam can not be constructed unless navigation is made possible. Therefore, it is felt that navigation is a certainty for the Connecticut river.

## Interesting Figures

It may be of interest to know of some statistics as regards the tonnage to and from these cities of the Connecticut valley. For instance the annual tonnage in coal to Springfield is 250,000 tons; to Holyoke, 300,000 tons; to Chicopee and intermediate points 150,000 tons, thereby making the tonnage in coal alone north of Hartford per annum 700,000 tons. The annual tonnage out of Holyoke is 250,000; out of Springfield, 150,000 tons. These figures alone prove conclusively of what vital concern navigation is to these cities of the Connecticut valley. Of course, ocean liners will never be able to run to these cities, but it is possible to have excellent barge navigation for coal, lumber and all other kinds of bulk commodities.

The Hartford bridge has a 43-foot clearance over the mean low water mark and the other bridges along the river will be torn down or raised, so as to permit navigation by barges. At the present time, of course, there are some old and decrepit locks at Windsor Locks, but those will be done away with and new

the railroads under the present slow service which they are giving. Possibly with the competition of navigation the railroads may give better service, and where there is competitive improvement there is sure to be prosperity, and where there is prosperity there should be happiness.

And so the people of the Connecticut valley feel that the door is to be opened letting in a flood of sunshine and hope as to the future development of the valley, and the dream of yesterday is to be a reality of tomorrow. But in these moments of mutual congratulation and feeling of success it must not be forgotten that great credit is due to certain citizens of Springfield, Mass., who, throughout these many years, have been sanely

## PAVED STREETS DELIGHT CITIZENS

CHICO, Cal. — In anticipation of greater things for Chico along a commercial line, the city trustees—including William Robbie, John S. Waterland, A. G. Eames, Theodore Schwein and A. W. Scott, are establishing a precedent for small cities in causing the permanent improvement of every business and residential street in Chico.

Already 10 different streets in the business and residential section have been paved with asphalt, and it is rumored that before the Ransome-Crummey Company of Sacramento removes its plant from Chico practically every street outside of the obscure residential streets will be highly improved. A quarter of a million dollars have been spent on streets already, and the trustees are willing to spend that much more in order to make Chico the best paved city in California having a population under 25,000.

In keeping with the desire to improve the residents are constructing cement walks in every portion of the city. It is said that there is not 100 feet of board sidewalks in Chico.

## EMPLOYEES OF STEAM ROADS

The total number of persons reported as on the pay rolls of the steam roads of the United States on June 30, 1911, was 1,669,809, or an average of 678 a hundred miles of line.

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EST. ORIENTAL RUGS REPAIRED, CLEANED AND STORED

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REAL ESTATE  
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Land for factory and lot sites.

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Conn. Mutual Bldg., Main and Pearl,  
HARTFORD, CONN.NEW HAMPSHIRE'S INDUSTRIAL IMPORTANCE  
AS GREAT AS ITS RECREATIONAL ADVANTAGES

MANCHESTER, N. H.—So universally known is the "White Mountain State" for its natural scenery and as a recreation spot, that its industrial importance is less frequently taken note of and less widely appreciated.

While New Hampshire's rivers, lakes and forests afford pleasure to the vacationist and recreation seeker from all parts of the country, these natural beauties are the basis of its manufacturing importance, as only a little over one-seventh of its total area of 5,763,200 acres is tillable, whereas nearly three-fifths of this territory is covered with woods and water. Five of the large rivers of New England have their source in the "Granite State"—the Androscoggin and Connecticut in the extreme north, the Saco and Merrimack in the White mountains

other losses, as Professor Spencer has done there is still left to the credit of the commonwealth a yearly sum six times greater than that derived from its widely exploited scenery.

## Manufactured Products

As long ago as 1823 Secretary of State Spaulding submitted his report of the manufactures of the country to Congress, said, "On the whole there appears good reason to conjecture that New Hampshire will at some future period hold no mean rank among the manufacturing states." With the great mills at Manchester, Nashua, Dover, Berlin, and many prosperous factories at smaller places, this prediction is already verified. Taking a few of the leading products of New Hampshire's manufactures, the latest returns credit the state as fol-

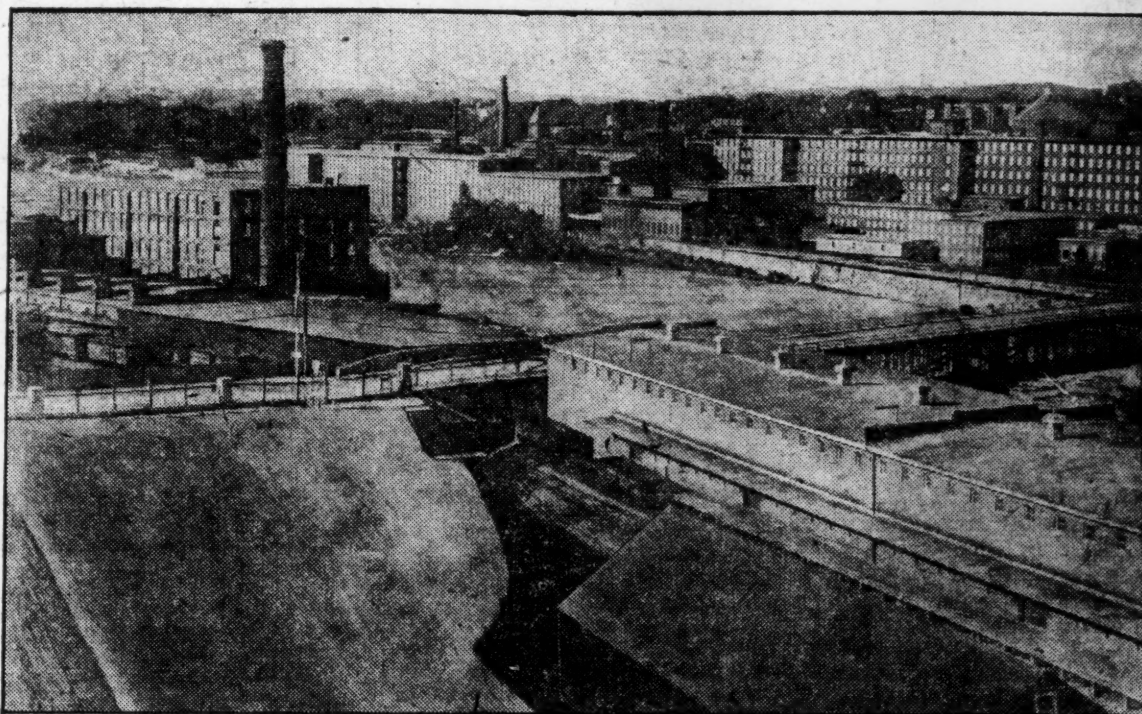
first place considering its population. The total number of boots and shoes made per annum is over 25,000,000 pairs.

The manufacture of cotton goods was begun at New Ipswich and Amoskeag in 1804 and today the mills of New Hampshire show an annual output valued at over \$33,000,000. On this line New Hampshire again leads when the size and the population of the state are considered.

In the manufacture of paper and wood pulp New Hampshire ranks eighth in the states of the Union and first in relation to its size. Over 350,000 cords of wood, domestic spruce forming over one half, are used annually, and the cost of the wood and other materials used in the manufacture reaches \$19,000,000, while the value of the product produced is \$14,000,000.

Doing equally as well in lines of

## VIEW OF TYPICAL NEW HAMPSHIRE FACTORY SITE



Manchester is the center of New Hampshire's mill industry and has the largest cotton cloth mills in the world

and the Piscataqua on the eastern slopes. All of these streams abound with water privileges that make them scenes of industrial activity and the sites of numerous thriving towns and cities.

New Hampshire is credited by conservative official surveys with 300,000 horsepower now utilized or available from its rivers. Irrespective of size and population the "White mountain" state ranks ninth among the states of the Union in available water power.

The following statistics will enable the reader to form an idea of the present industrial strength of New Hampshire and of its future possibilities as a manufacturing state as its latest water power is developed and applied:

According to the census of 1910, New Hampshire had a population of 430,572. The density of this population is 47.7 per square mile.

## Total Investments

The total investment in all branches of manufacture is \$119,653,209 and the product per annum, according to latest figures is \$108,693,444. One hundred and seven million dollars or about 65 per cent of this large output was produced in five cities. The wage-earners' share last year turning out this product was \$42,000,000.

While this amount of manufactured products represent the output from the largest per cent of the improved water powers of the state there are in addition to these water powers a larger number of water privileges in more remote sections that await the developing touch of enterprise. Many of these latter possibilities it is true are inferior to those that afford power at the centers of manufacture, but collectively applied they are most likely to be at no distant date, they will materially raise the aggregate available water power for manufacturing purposes.

Allowing 20 tons of coal as the amount required to produce one horse power of activity, then the waterfalls of New Hampshire are as valuable to the state as coal mines capable of producing six million tons of coal each year, for as already stated the total available horse power from New Hampshire waterfalls is 300,000. Computing the cost of generating the power, the shrinkage and

lows: The manufacture of boots and shoes was begun here in the early part of the nineteenth century and today it occupies fourth place in the output of this industry in the United States or

minor manufacture, it will be seen that the state is filled with its army of skilled laborers, and if a busy people are happy they must be among the happiest in the world.

NEW SHOE FOR  
ARMY IMPROVED

The secretary of war has approved the recommendations, with a few minor exceptions, of the board of experts at Ft. Leavenworth, Kan., to determine upon a type of shoe for use in the military service. The investigation included the practical trial of three kinds of shoes, which were worn in daily marches by the enlisted men of the seventh infantry. The new shoe is of the tan variety, constructed on one last and will take the place of the present garrison, dress and marching shoes. By this means it will be possible to avoid carrying in stock three different types with two different types with two different lasts, resulting in a simplification of purchase, storage and issue, says the Army and Navy Register.

In the new shoe there is a greater amount of space above the toes than in the soft box of the tan shoe now used in the army or the garrison tan. It is so constructed that when snugly laced it will hold the foot in a position that it will have no appreciable forward, lateral or vertical slipping. The most important feature of the new shoe is that it will permit the foot to spread naturally, so that the weight of the body will rest on the proper part of the foot. The ordinary commercial shoe pushes the great toe out of its natural position, and the new army shoe is designed to correct this fault.

## NEW PHOTOGRAPHERS' LAMP

For photographers' use in dark rooms there has been devised a lamp carrying several different colored glasses in a wheel in front of its opening, so any colored light can be obtained when desired.

CHURCH USED AS  
MUNICIPAL HALL

EDMONTON, Alta.—The First Presbyterian church, a pretentious edifice, within two blocks of the business center, has been leased for a year at a monthly rental of \$1100 by the municipality of Edmonton to house its central departments.

This makeshift was occasioned by the inadequacy of the present quarters and the fact that a new civic office building, now being erected at a cost of \$225,000, will not be ready for occupancy until next June.

The church building is being remodelled from basement to organ loft, and just as soon as the central departments take possession, the police force will move into offices at the city hall.

OUTPUT PRECIOUS  
GEMS IN U. S. GROWS

The output of precious gems in America, though small, is increasing every year, and the total for 1911 showed a goodly increase over that of 1910, according to a bulletin issued by the United States geological survey. The yield in 1911 showed \$2750 worth of diamonds, \$9500 worth of emeralds, \$215,313 worth of sapphires and \$44,715 worth of turquoise. Promising finds of emeralds have been made in North Carolina, some of the gems running as high as \$100 or \$200 a carat. The largest emerald found has been about one inch by three quarters by one half. Most American diamonds come from California and Arkansas.

A WORD PICTURE, like the half a loaf of bread, may afford an immediate gratification, but there is always left a craving for the real goods.

In our own particular case we are very anxious to have the auto-riding public crave our

## Blue Ribbon Garage Service

but we would much rather have that craving instilled by actual experience than by mere description. Suffice it to request therefore that you, when in Bridgeport visit the Blue Ribbon Garage, where service, efficiency and workmanship is interpreted as implied in the name Blue Ribbon.

REPAIRS—TIRE AND TUBES—ACCESSORIES

## THE BLUE RIBBON GARAGE, Inc.

283 Fairfield Avenue - Bridgeport, Connecticut

Agents for PACKARD Pleasure Cars and Commercial Vehicles  
in Fairfield and New Haven Counties

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In the Near Future?

It would be to your advantage to write

## Lightbourn &amp; Pond Co.

33-39 Broadway, New Haven, Conn.

Dealers in Everything for the Farm or

135 COURT STREET  
NEW HAVEN, CONN.



## MASSACHUSETTS ESTABLISHES RECORD FOR COUNTRY IN LIBRARY GROWTH

Only One Town in State Today Without a Free Library as Against 105 Towns in 1890

### LIBRARY COMMISSION

JUST 22 years ago there were 105 towns in Massachusetts in which there was no free library; today there is only one such town. This remarkable progress, unprecedented in this country or in any other, has not been due to an active desire on the part of the great mass of people to see a library in every town of the commonwealth. Indeed, it is only within the last few years that the people of the state as a whole have been waking up to the possibilities of the public library as an educative force in the community and taking a hearty interest in library growth. To what, then, has the steady increase in the number of library towns been due in the past two decades? To the ceaseless activity of the Massachusetts free public library commission, which was created by a state act in 1890 to encourage the establishment of libraries by direct aid, and to give advice relating to their maintenance and administration.

By this act the commission was authorized to give \$100 worth of books to each town that established a library in accordance with the state laws of 1851 and 1888. Later the commission was allowed to give an additional \$100 worth of books to the smaller towns. Then in 1906 an act was passed whereby the commission might annually expend a sum not exceeding \$2000 in aid of free libraries, such aid to include, if deemed advisable, the furnishing of books and library supplies in small quantities, visits to libraries, and instruction to librarians in matters of administration and cataloging. It is through a wise use of this \$2000 with an additional \$3000 for the expenses of the commission and \$350 for getting out an annual report that the commission is succeeding in getting results that many less resolute men and women would deem impossible. It is safe to say, in view of the facts, that no library commission has ever accomplished so much with so little money. Yet the appropriation is all too inadequate for the state's library needs, and there are times when the busy members of the commission pause for a moment to dream of what might be done with larger funds and to hope that the next appropriation will be in proportion to the demands upon it.

### Practical Work

The work of the commission is intensely practical and is designed especially to help the small libraries of the state. Those in the cities and larger towns are for the most part able to take care of themselves. Some persons might wonder, now that practically every town in the state has a library, what there is left for the commission to do. But with libraries, as with all other useful institutions, it is one thing to get them established and another thing to keep them going. Not only must they be kept going but they must be kept going in such a way as will make them most helpful to the changing and increasing needs of the community. It is to accomplishing this that the commission is devoting its best efforts, and with what results may be learned from a brief review of its work for the present year.

For instance, the commission has been making a collection of library photographs and library plans. Many of the plans have been secured from large cities outside the state where model libraries have been built, since it is comparatively simple to reduce these plans so that they may serve as models for much smaller libraries. The object of the collection, which is still growing, is to supply towns where new library buildings are to be put up with serviceable ideas which will enable them to spend their building fund to the best advantage. So often it happens that the unthinking are satisfied with planning a library with merely a beautiful exterior, and unless the commission came along with its timely aid would give almost no thought to a wise arrangement of the interior. Mistakes of this kind in the state of Massachusetts need never occur again, for the commission's collection of blue prints renders such mistakes avoidable.

During the past year the commission has made a special effort to supply libraries with books for children and with books for the foreign population. The Lawrence strike has proved unmistakably that the children of foreigners must be educated and that the parents must be given a chance to learn of the great events in the history of this country, and to gain a clear idea of the fundamental principles of our government. To meet this need the commission supplies libraries with simple books in English for the children and, as far as possible, with United States history books in other languages for their fathers and older brothers. This phase of the commission's work is to be continued on a broader scale in the immediate future. The constantly increasing foreign population of the state seems to demand such



CHARLES F. D. BELDEN  
Chairman Massachusetts free public library commission and state librarian

a course and the commission is wide awake to its own responsibility in the matter.

### Library Clubs

There are seven library clubs in the state, and with these clubs the commission is making it a point to cooperate in every advisable way. This last year it has tried the experiment of holding a conference of the commission on the day following a meeting of one of the clubs. For instance, last month when the Massachusetts Library Club met at Haverhill on Thursday, the commission held a conference at Haverhill on Friday. The program on the first day was devised to interest not only librarians and trustees but the general public. As the topic to be most discussed was cooperation between the library and the public school, the town schools were closed for the day, with the result that the attendance at the library meeting including librarians and teachers, was over 700. Friday's session included talks on such matters as were of special interest to the trustees and visiting librarians, and there were over 80 present. Though tried only so recently this plan of cooperative meetings has worked so admirably that the commission intends to continue the plan indefinitely, and has already arranged for another meeting of this nature in Williamstown next spring. There now exists a committee on cooperation, which includes members of the commission and all the state clubs, and at its next meeting this committee is to consider how centers of book distribution may be further developed throughout the state.

### Book Distribution

This subject of book distribution is one to which the commission has paid and is paying much attention. After the act was passed in 1911 which provides that "Any free city or town public library may lend its books or other library material to any other free public library in any city or town under such conditions and regulations as may be made in writing by the board of trustees or other authority having control of the library so lending," the commission undertook to ascertain to what extent and under what conditions not only the free city libraries, but the university, college and large private libraries were willing to lend reference and other expensive classes of books to small libraries in their county or vicinity on occasional demand, or for study clubs or for other purposes. Letters were sent to the large libraries in the state making inquiries on this subject, and the response was most gratifying. But the commission did not stop with making inquiries. It published the information gained in a bulletin of the Massachusetts Library Club, thus making it easily available to librarians throughout the state. Furthermore, it has taken active part in seeing that small libraries take advantage of their privilege of borrowing books from larger libraries, as evidenced in its recent subscription to the Athenaeum in Pittsfield for ten library cards for as many small libraries in Berkshire county.

### Field Work

A great deal of help is given to the small libraries by what may be called the field work of the commission. During the year Charles F. D. Belden, chairman of the commission, makes many visits to libraries, and also addresses library meetings. Other members of the commission also visit libraries and report conditions to the commission's agent, Miss Zaidée Brown, who is the busiest visitor of all. Miss Brown usually carries with her selected lists of books, aids in general library work and other literature of value to librarians and trustees. An important part of her work is that of giving instruction and information as to the classification, cataloging, charging systems and other technical subjects. This is necessary because many

libraries are still using methods that are out of date and that prevent the library from best serving the needs of the people. Often Miss Brown merely outlines the work to be done, and then her plan is carried out by professional workers supplied either by the commission or by the library itself. Very often the town people take a hand in the reorganization and hold what is termed a "library bee." Old and young gather together, soak off old labels, put on new ones, rearrange the books on the shelves under a practical system, in fine, put the library to rights. Sometimes they are assisted by Miss Ruby Tillinghast, who is a first-class bookbinder and book mender and who is sent out by the commission to show simple methods in book mending to librarians.

During the 11 months of the fiscal year books have been sent to 36 towns, supplies for cataloging, etc., have been sent to 16 towns, gift books have been sent to six towns. Miss Brown has made 83 visits and spoken at various clubs and teachers' meetings. She conducted the institute at Amherst in the summer. A traveling library on agriculture has been sent to four towns, a French trading library has been sent to two towns and 17 libraries have been catalogued. Books for the French people have been sent to Acushnet and for Italians to Richmond.

This brief description of the work that the commission has done and is doing for the libraries of the state is by no means the whole story, but it will perhaps serve to show how it happens that Massachusetts has made such strides in library growth since 1890, giving it a unique record among the states of the Union. It will perhaps also account for the fact that although there are many Carnegie libraries in the state, there are fewer proportionately than are to be found in other parts of the country.

The commission has succeeded so well in arousing library interest among the people, although, as intimated in the first paragraph of this article, it was for a long time an uphill process, that often when a town has decided to build a library, it has not sought Mr. Carnegie's aid, but has said: "Let's hustle and build our own library." A remarkable instance of this occurred recently in the town of Holland, which boasts only 145 inhabitants. The story is too long to tell here, however, and after all the most satisfactory way to find out about it is to make a visit to Holland and learn the story from the people themselves.

### GOOD PROFITS FROM ENGLISH WALNUT GROVES

English walnuts have already been grown to a certain extent in this country, especially in California, where orchards have produced from \$400 to \$1000 an acre, and they have been tried in a few other states with great success.

As with apples or other fruits, the further north a fruit is grown the better its flavor as a general rule, but this depends somewhat upon locality, variety, soil and general environment. Many nuts become quite astringent or even bitter when grown in the higher latitudes, or altitudes which would be practically the same thing.

It has been generally considered that central New York from Buffalo to Albany, for instance, was too far north and so too cold for successful walnut culture. Nut experts, however, know this to be untrue, says Country Life in America, for excellent nuts of this species are to be found growing in the triangle bounded by Buffalo, Boston and Philadelphia.

Almost any part of the country where there is an average temperate climate and appropriate soil is suitable for growing walnuts, and it may be said with certainty that they will thrive wherever peaches are successful and require much less care. A young city man might plant half of a 50-acre farm with English walnuts at no great expense, aside from the first cost of the farm, with the assurance of an income from them which will give him a comfortable living after reaching middle life.

The small farmer, too, may well appropriate this means of providing against the time when he cannot be actively engaged in the field, and if he begins when young to clear, fertilize and make nut orchards of his unused acres he will after a term of years have a very respectable addition to his other farm profits which will come to him almost without any effort on his part.

The time may not be far distant when a few farsighted farmers in the East and North will be earning incomes which compare very favorably with those of the peach orchardists of the South and the walnut and almond ranchmen of the Pacific coast. As an instance of this Dr. Robert T. Morris, New York, hopes that at 65 he may retire from active professional life with an annual income of \$25,000 or more from his 200-acre nut orchard near Stamford, Conn., not all of which is planted.

## For A Jolly Christmas It costs but 15 cents



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Feasting has its part in the Christmas holiday. "Good Things to Eat" are discussed as only Mrs. Farmer can discuss them. Recommendations for the Christmas Dinner and especially for "Christmas Presents that are good to eat," are some of the features in this department, any one of which is worth

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### 101 Christmas Presents

and how to make them. The home-made gift is the best Christmas gift. Let us tell you how to make Christmas presents using every kind of talent—sewing, crocheting, embroidery, china painting, wood work, cut leather, stamped brass. Whatever you can do best, here is an idea for employing your talent to make a Christmas present which will make some one of your friends happy. 101 ideas, each idea worth more than

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### Christmas Stories

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### The Children's Christmas

Children tell about "The Best Gift I Ever Made." "Christmas Toys a Boy Can Make" is another page. "A Visit to Santa Claus in His Home" will help every child to have a happy Christmas. The page of Kewpie Kutouts is one of the best pages in the lot, and in itself is a Christmas toy that will keep the children happy a long time. There are many many pages for children in the Christmas Woman's Home Companion, for only

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### Christmas Fun and Folly

For a jolly Christmas at home read "Christmas Gifts that Grow," or "The Christmas Playhouse," or "New Gifts and Ways to Give Them," or "Christmas-time Fun for the Young Folks." For away from home "Three Christmas Bazaars for Church or Charity," or "Decorating Your Church." Each one of these ideas is big enough for an entire Christmas, and each idea is worth at least

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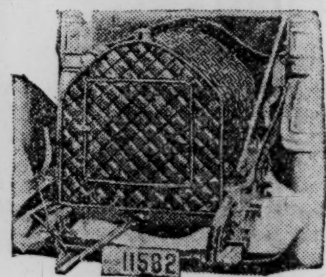
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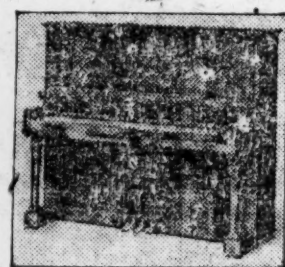
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chiefs on this continent.

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many useful articles for Christmas Gifts, for men,  
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## MICHIGAN LEADS ALL THE STATES IN STOVE INDUSTRY

Has 33 Stove and Furnace  
Plants, Having Annual  
Output of 600,000 Stoves  
Valued at \$12,000,000

DETROIT AS CENTER

DETROIT, Mich.—Fifty years ago  
a Michigan-made stove was un-  
known. Troy, N. Y., was the  
great center for the industry  
and those who had followed Greeley's  
advice, "Young man, go West," and  
invaded the pine forests of Michigan  
were forced to wait for months while  
their one range and heater was slowly  
traveling through the Erie canal and the  
lakes.

Today Michigan has 33 stove and  
furnace plants producing annually at  
least 600,000 stoves valued at \$12,000,  
000.

The general manufacturing growth of  
the state has exceeded that of New Jer-  
sey and Ohio, both recognized manu-  
facturing centers, but in its stove making  
Michigan ranks first among all the states.  
This is due first to the fact that it is a  
natural distributing center for the cen-  
tral and western states. Long shipments  
of stoves are specially undesirable, owing  
to breakage and the delay of replacing  
parts; so, long before a single stove was  
produced in Michigan Detroit was doing  
an extensive jobbing business in eastern  
stoves, reshipping them to farmers in the  
rapidly developing middle West.  
In addition to this the state has the

## PROCESS OF CATCHING IRON IN BIG STOVE PLANT



Detroit has world-wide reputation as largest manufacturer of stoves and takes care of  
62 per cent of product built in Michigan

natural advantage of cheap lake trans-  
portation—pig iron from Superior and  
coal from Ohio—as well as an excellent  
system of trackage, in number of miles  
the sixth longest in the country.

## Beginning of Industry

The extent of the industry, the fact  
that Michigan, and especially Detroit, is  
known all over the world as the largest  
manufacturing center of high-grade  
stoves, makes the subject of great value  
commercially; but the real interest of  
the story centers in the life of Jeremiah  
Dwyer, who was the first man to make  
a stove in Michigan, and is today the  
directing president of one of the largest  
stove plants in the world.

As a boy, he worked on his mother's  
small farm to support her, but soon  
came to Detroit and learned the trade of  
molder. He saw there that there was  
no reason why the West should not  
make her own stoves and cease depend-  
ing on the East. He spent some time  
serving as journeyman in New England,  
gaining valuable experience, and then,  
aided by his brother James and the  
capital of a third person, set up a small  
foundry in Detroit. There were no work-  
men; the few stoves that were made  
were made by Mr. Dwyer himself; and  
he spent his evenings in the town's scat-  
tered hardware stores selling his meager  
output.

This was in 1861. A few years later,  
W. H. Telft, seeing a future in a busi-  
ness under the control of this untiring  
and energetic young man, invested cap-  
ital, and soon after the Detroit Stove  
Works was formed. It prospered from  
the first, and continually enlarged its  
field. Today it is one of the few stove  
plants that count their output by the  
hundreds of thousands.

## A New Company

If Jeremiah Dwyer had established but  
one of the immense factories whose stoves  
have won gold medals everywhere, his  
name would have no important connec-  
tion with the whole industry in Michi-  
gan; but the remarkable thing is that  
not one of the four factories that value  
their annual output at several million  
can be separated from the name of  
Dwyer.

This is how it happened: Mr. Dwyer,  
being impelled to leave Detroit for a  
time, sold out his interest in the only  
stove works then in Michigan and trav-  
eled through the South. It was not  
very long after the war, and Richmond,  
Va., seemed to him an excellent situa-  
tion for a stove plant. He came back  
to Detroit to get his family, preparatory  
to moving there, when he was met  
with the query, "Why don't you build  
stoves here? There's demand for more  
stoves than one factory can possibly get  
out. Why go way off down South?"  
And money and a site being forthcoming,  
the Michigan Stove Company was  
formed, with Mr. Dwyer as vice-president  
and manager.

## Growth of Business

Then for years these two plants—the  
Detroit and Michigan—built on a splen-  
did ideal of service and quality—grew  
firmly and steadily, supplying the entire  
western market, with no competitor un-  
til 1882, when the Dwyer name again  
figured in the establishment of the Pen-  
insular Stove Works. Only a few years

and another Dwyer, trained in the sys-  
tematic methods of his father, helped  
to establish the Art Stove Company.

With five or six smaller firms doing  
their share of manufacturing, Detroit  
takes care of 62 per cent of the stoves  
built in Michigan. Yet in other parts of  
the state there are at least 23 more fac-  
tories, chief among them being one at  
Kalamazoo and another at Dowagiac.

## Similarity of Product

A family resemblance runs through all  
the stoves made by these Michigan com-  
panies, no matter whether they be base  
burners, ranges, gas stoves or heaters.  
Mr. Dwyer won a reputation for reliable,  
well-made stoves, and the demand ever  
since, even among poorer people, has  
been for stoves of quality. The majority  
of firms established in late years have  
met this demand and manufactured the  
best stoves possible.

To describe the manufacture of stoves  
through the whole process, from the time  
the hot iron is poured into molds until  
the many parts are assembled into a  
stove and ticketed would take too long  
and be too technical; but it is a lesson

for making. With the testing of new  
appliances, criticism of design and prac-  
ticability, and preparation of the pat-  
terns for moulding, it takes from six to  
18 months to get out one new stove.  
And the amount of activity in this de-  
partment alone, is evident when it is  
known that sometimes 50 new patterns  
of stoves are gotten out in a year.

## Change in Styles

Styles change in stoves as well as in  
apparel—the electric stoves and plainer  
models in coal stoves are coming for-  
ward—but the old models never go out  
entirely. This is evident from a visit  
to the supply room of one or other of  
the older factories. Here parts of every  
stove made are kept in sufficient quan-  
tity to supply a customer with any  
broken part. It is not surprising that  
the demand for Michigan stoves is so  
great when it is seen how satisfactorily  
the customer's needs are cared for.

It may be asked just where and to  
whom the Michigan stoves are sold. It  
is safe to say that very little more than  
1 per cent of trade-marked stoves are  
sold outside of this country. Within  
the United States they have won recog-  
nition on all sides, and, in fact, where-  
ever Americans go—in Cuba, Panama,  
the Philippines, Australia, South Africa  
and Alaska—Michigan stoves are sold.  
The Canadian Northwest would be an  
enormous field for them; were it not for  
the prohibitive duty imposed.

## No Export Trade

As regards any genuine export trade,  
say with South America or Asia, there is  
none. Asked why this was so, the adver-  
tising manager of one of the large manu-  
facturers said: "Our stoves are too good.  
Take a country where the people are  
satisfied with mud floors, and where any  
kind of a smoky, century-old oven will  
do, and our stoves are too expensive. In  
fact, they are not appreciated."

The general failure to export, however,  
was explained by the fact that much  
breakage occurs through our methods of  
loading ships and that foreigners neither  
know how to repair or reorder the broken  
parts. In spite of this, he said, a good  
trade had been established in Prague and  
in Zofingen, Switzerland.

However, this failure to export may  
be viewed, the percentage is on the in-  
crease and, as western standards are  
adopted, the American stove, along with  
the American shoe and American ma-  
chinery, will be more and more in demand  
in foreign countries.

## DAIRY PRODUCTS TOTAL MILLIONS

MADISON, Wis.—That the dairy  
products in Wisconsin will approximate  
more than \$85,000,000 in value for the  
year 1911 is the epitome of a table com-  
piled by the dairy and food commis-  
sioner, J. Q. Emery. He estimates that  
the value of milk and cream shipped to  
Chicago, the Twin City and Dubuque, and  
other points outside of Wisconsin, ap-  
proximate \$2,854,500; skimmed milk,  
\$7,219,000; whey, \$2,320,000. In his bi-  
ennial report the commissioner will show  
that during the year 1911 creamery and  
farm made butter sold for \$34,032,150,  
other creamery products sold for \$1,848,-  
300, factory and farm made cheese  
\$21,776,140. Other cheese products,  
\$266,785; milk condenseries, \$5,424,490;  
milk produced other than cheese fac-  
tories, creameries and condenseries,  
\$9,807,000.

## NEW SCHOOLS FOR CLEVELAND, OHIO

CLEVELAND, O.—Cleveland's school  
board is one of the city's big builders  
this year. This is the record of opera-  
tions:

Seven new buildings to be completed  
within the coming year at a total cost  
of \$506,290.75; specifications, plans and  
money ready to start two more to cost  
\$200,000.

Since last September five elementary  
schools have been finished, and annexes  
to Glenville high and the West technical  
high schools, costing \$900,000, have been  
completed.

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## ROUTE FROM ATHENS TO CRETE CONTAINS BEAUTIFUL SCENERY

The following is an interesting account of the experience of travelers who have journeyed through the historic country described, with its wealth of beautiful scenery.

(Special to the Monitor)

**ATHENS**—Although geographically speaking Greece is a European country, no one can spend very long there without being made to realize his close proximity to the East, and the strong influence still remaining on the thought of the inhabitant from the days of Turkish rule.

Although geographically speaking Greece is a European country, no one can spend very long there without being made to realize his close proximity to the East, and the strong influence still remaining on the thought of the inhabitant from the days of Turkish rule.

This appears among other ways, in the absence of regard for time shown by the Greeks, and especially noticeable in the service of the steamers which are considered punctual if they make the ports of call within two days of the scheduled time. The intending passenger is forced in the meantime to remain with his baggage in close proximity to the quayside lest his boat should arrive and depart without him; nor, once safely embarked are his troubles over, for the steamers have an equally disconcerting way of suddenly cutting short their stay in harbor and departing without warning, thus sometimes marooning the unwary archaeologist or adventurous tourist for days on islands providing uncommonly little in the way of food or shelter.

We had been warned of these possibilities and so were not disconcerted by a delay of two days at the beginning of our journey from Athens to Crete. Our second attempt, however, was successful and we embarked on a glorious spring afternoon. As the steamer left the harbor of the Piræus behind, Athens and the Acropolis, with the sharply pointed hill of Lycabettus stood out clearly from the surrounding plain, against a background formed by the mountains of Pentelcus and Hymettus.

Salamis and its famous bay were on our right and a little later we passed below Sunium, the temple columns gleaming white on the cliffs above us. In front we were heading for the open sea, if any sea so thickly dotted with islands can be called "open."

### The Greek Islands

The Greek Islands are very beautiful in form and color, faintly recalling the archipelago off the west coast of Scotland as seen sometimes on a rare, cloudless summer day. We threaded our way through them all one afternoon and just before dark we passed close under Melos, noted among archaeologists as the scene of many rare finds other than the famous Venus.

Our night was a short one, for we were on deck at dawn, anxious to lose

nothing of the first view of Crete. It would be hard to exaggerate the beauty of the island as first seen rising from the sea in the early morning light, the white capped peaks of the mountains soaring up into the sky, giving that wonderful impression of height which mountains seen rising sheer from the sea always seem to have. Candia was the port of our destination, and we were fortunate in that we arrived on a fine morning, for the landing has to be effected in small boats from the steamer lying in the open roadstead and there is always the possibility of being unable to land if there is any sea running.

### Candian Scenes

On this particular morning, however, the water was like a lake, and we had no difficulty in reaching the little white town and entering its harbor, which is still surrounded by the old Venetian sea wall bearing the lion of St. Mark. From the landing place we made our way to the little square or market place, the center of Candian life, and

### Minaret at Candia, Crete, Showing Muezzin About to Announce Hour of Prayer



(Photo specially taken for the Monitor)

there in the brilliant April sunshine, seated at a rough wooden table we made our breakfast of coffee and goat's milk and coarse bread (butter is an unknown luxury in those parts), while we took stock of our surroundings and of the new world into which we had come.

In the middle of the square stood a Venetian well and fountain, another reminder of the far-reaching power of Venice in her palmy days; all round were low white houses, some with domed roofs of a thoroughly eastern type. Towering over these at one corner of the square rose a minaret on which presently the muezzin made his appearance announcing the Muhammadan hour of prayer; this, together with the fezzes worn by a large proportion of the men and the veiled faces of some of the women, showing us forcibly how far east we had come.

### The Cretans

We were at once impressed by the superior dignity, height and beauty of the Cretans compared with the inhabi-

tants of the mainland. Tradition says that the islanders preserve much of the old Greek blood while the mainland has been so over-run by Slav races from the north that there are few if any remains of the pure Hellenic type to be met with there.

The Cretans all through the island are most hospitable to travelers, and a journey in Crete, though involving a good many hardships owing to the complete absence of roads and inns, has much to recommend it.

The recent excavations of the British school at Palaikastro and of the Italians at Phaestos are of intense interest to any one studying early civilizations. A visit to both these places involves a journey of several days on horse or mule-back, but for those not prepared to face the existing conditions of travel in Crete, there are close to Candia, and actually to be reached by a road, the even more famous excavations of Knossos, where the discoveries made in recent years have revolutionized scholars' views of the early history of the Aegean and have brought King Minos with his palace and his labyrinth from the regions of fable very close to the status of a historical personage.

### GREAT INCREASE OF COAL INDUSTRY IN U. S. IN CENTURY

In 1814 the total amount of coal produced in the United States was twenty-two short tons, all of it anthracite; the next year fifty short tons were mined; the next year, seventy-five short tons, and in 1819 the total quantity mined was 350 short tons. There was a remarkable increase, however, in 1820, when 3450 short tons were mined, and two years later the quantity was 58,583 short tons, due to the entrance of Virginia in the field, with an output of 54,000 short tons of bituminous coal. From that time coal mining increased with leaps and bounds, so that at the close of the first 50 years of the industry the output was 23,605,123 short tons. This figure, however, will be considered remarkably small when it is noted that the output of the mines of the United States in 1900 was 269,684,027 short tons. The largest annual output so far recorded was that for 1910, which was 501,596,378 short tons. In 1911 the total amount of coal produced was 496,221,168 short tons.

The anthracite coal industry has increased from twenty-two short tons in 1814 to 90,464,067 short tons in 1911, the largest quantity yet recorded. The total amount of anthracite coal produced since 1814 is 2,270,798,737 short tons. The total amount of bituminous coal produced by American mines since the beginning of the industry is 6,408,773,600 short tons, and the total production of both anthracite and bituminous coal is 8,739,572,427 short tons.

These figures are quoted from a chart just issued by the United States Geological Survey, showing the production of coal in the United States from 1814, the date of the earliest record, to the close of 1911.

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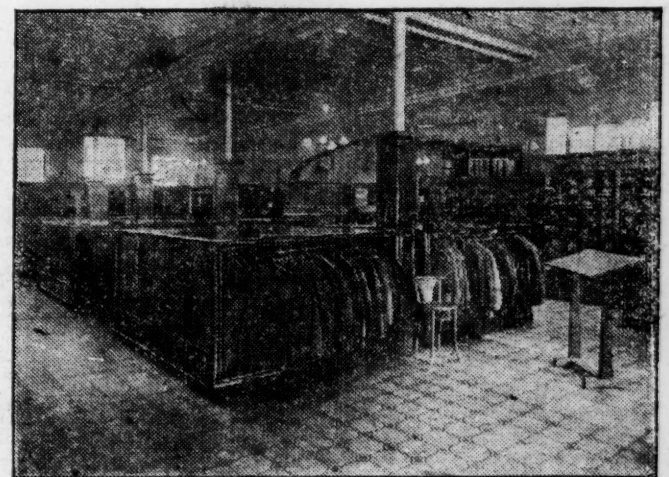
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## NGOMBE TRIBE OF UPPER CONGO ARE FARMERS

LONDON—Stretching away for a distance of some 350 miles in the district of Bangala of the Congo, and on either bank of the mighty Congo river, there exists today a numerous tribe bearing the general name of Ngombe, that is, the inland or bush people. The Ngombe tribe is readily recognized by the profuse tribal markings which disfigure their faces and which make them appear most hideous to the foreigner.

The tribal marking or cicatrization is begun by the mothers upon their offspring about the same time as their other pagan custom of head-binding, that is, as soon as possible after birth. The cicatrization of the child's forehead is afterwards repeated at intervals right up to the adult stage of life. The more pronounced the markings the greater the fame; and the tribal pride of the Ngombe dandy is said to have the effect of making the severe process of cutting practically painless. The comparative absence of these markings would be a sign of the lack of manliness and an almost certain disqualification to a Congo youth seeking the hand of a spirited Congo free-born girl. But, of course, now, and since the advent of the white man, these barbarous customs are showing signs of lessening their hold on the people, still, they will die hard in the hinterland.

### Towns and Villages

The towns or villages of these people are generally situated on the higher ridges of land, and away from the river banks. They are built in the form of squares or ovals, each of which has its own separate petty chief and a group would probably give its allegiance to a superior chief. Sometimes the towns are elongated in the form of terraces with their gardens of tobacco plants, cassava and bananas under the immediate care of the people; and again, at the instigation of the government, the native conservative customs of the

people are giving way, and long towns of one street each, stretch away for miles, and in this way the roads are kept open and travelling made easier.

### Agriculture

The Ngombe people are the agriculturists of Congo, they supply the farm produce which they exchange with the Riverine folk for fish. The men usually do the first rough work of clearing the bush for the farm and afterwards it is the business of the women to dig and plant their maize, calabashes, cassava and plantains.

The Ngombe people, like all the Congo tribes, had no written language in which to preserve the history of their ancestors, but oral tradition and folklore abound with them. Parents appear to take a delight in recounting to the children with an appreciable verbal accuracy the stories they were told long years ago. On the long and dreary evenings it a pleasant sight to see the youngsters gathered around a smoky fire listening to the tales of the happenings to their own people of long ago. Among many such stories in his possession one of especial interest, at least to the writer, was told to him some time ago by more than one intelligent man from the Ngombe tribe and is somewhat as follows:

### THE STORY OF NDONGO AND MONGO, THE FIRST HUMANS ON EARTH

Long, long ago there was a man named Ndongo, and he had a wife named Mongo. They originally resided in the upper regions—the heavens. Ndongo possessed several dogs, and used to employ his time by hunting the animals in the heavenly forests. (The Ngombes are famous hunters.) One day, however, as Ndongo was pursuing his chosen craft, he happened upon a certain spot something like a chasm or deep ravine. He stood still and gazed in wonder at the scene, and casting his eyes downward he saw far below him a most desirable country with forest lands and many streams. He returned to his home and told his wife and kinsmen of his marvelous discovery, saying, "I have seen a grand country down below us here, and I want us all to go there." But his fam-

ily all refused, saying, "No, we will not leave our friends here, we will not go down there."

Ndongo, however, was determined to go down and explore this new country so fertile and promising in sport. So he called his dogs to follow him, and, bidding farewell to his family, he departed alone for the place whence he had peered through the chasm and had seen the earth. He then found a long rubber vine and fastened it securely to some tree in the usual fashion of today, and seizing the vine he climbed down, down, till at last he reached the earth. He was amazed at the scenes which now confronted him, but did not waste time in wonderment merely, for he began at once to set his traps in the fulfillment of his great ambition to hunt in the forests he had seen from afar, in the land above where he had left his wife and family.

Ndongo had great sport, and now, full of his success and delighted with his discovery, he retraced his steps up, up, up to the vine and then climbed up, up, up to his home in the world above. The news of his return soon spread among his kinsmen and, as is customary even today among the Ngombes when one of the tribe returns from a journey, the people assembled en masse to hear the report of Ndongo's wonderful journey.

Then Ndongo, seated in the midst of an interested and curious company—the hero of a great voyage—recounted to them his experiences, enlarging upon the great prospects for hunting which he had proved, and, doubtless, many other things Ndongo had to say, listened to him breathlessly save for a few grunts of approval or an exclamation of wonder, but when at the close of his report he turned to them and cried, "Come along, let us all go to this country, it is a splendid place," they all as with one voice demurred, saying, "No, we refuse; we don't want to go down there."

Then Ndongo turned to his wife and commanded her, saying, "Mongo, go and prepare plenty of food, cassava bread, plantains, etc., and we will go down to the land below."

This tradition is believed by many of the Ngombe tribe to be substantially correct and they affirm that Ndongo was a genuine person and that Ndongo and Mongo were the first pair to appear on the earth. They also give the following story to account for the appearance of the sin of witchcraft.

### ORIGIN OF WITCHCRAFT AMONG THE NGOMBES

When Ndongo and Mongo began their life on earth they were as nomads going from place to place in quest of game and making their temporary camps in the forest as convenient to themselves, they had no settled plan. One day, however, as Ndongo was touring round the forest and inspecting the traps, he was surprised by the appearance of a strange and fearsome looking being peering at him from the depths of the forest. Ndongo was terrified and thought to take flight, but this being, whose name was Elia-Mokunda—the spirit of the forest, or Fire spirit—spoke to him and at last persuaded him to stay and promised to help him in his hunting.

Ndongo accepted, according to some versions, or according to others, he refused the help of Elia-Mokunda, but at any rate, he was so suspicious of him that in addition to simply relating his experience of meeting with the first spirit to his wife and warning her not to have anything to do with Elia-Mokunda, Ndongo was very careful to leave his wife in the camp when he himself set forth to look at his traps.

### HOW THE NGOMBES DISCOVERED FIRE

It happened that one of the days when Ndongo was hunting and while he lingered at his task of setting his traps, that his dogs strayed into the forest to a place where they had once had a combat with a porcupine, which by the way, they killed.

There had been a tremendous thunder storm some little time before and a huge tree had been struck and fired. The dogs had seen the blaze and had made their way to it and were now enjoying its warmth.

Ndongo having finished his task, dis-

covered that his dogs were missing. He called for them repeatedly, but in vain. They preferred to stay by the fire hankering after its warmth. Ndongo was very grieved that his dogs were so disobedient and started to go in search of them, fearing lest some mischief had come to them. As he drew near to the place whither the dogs had stayed and which they were loth to leave, he called again and again till at last Ndongo saw them making their way to answer his call in a most leisurely fashion. They looked strange to his eyes, so gray or white. They were covered with the ashes from the fire. Ndongo cried out in astonishment, "Whatever is the matter with my dogs? What thing is this on their bodies? Why, ever since I came first to the forest with my dogs, now a long time, I have never seen such a thing as this that has come to my dogs!"

When the dogs saw that their master had seen them they turned round and retraced their steps to the place where the tree was smouldering. Ndongo followed them, now curious to see where they had gone and also to find out what had whitened his dogs and to learn where the hissing sound he could hear was coming from.

### The Discovery

Hastening his steps he soon came to the place and saw the remains of the tree and cried out more amazed than ever, "Why, who has done this?" Then drawing nearer to the burning tree, Ndongo for the first time in his life felt the warmth of fire. And still more astonished than ever he exclaimed, "What mysterious thing is this?" Yet still closer he approached till he was scorched and alarmed, when he ran back. Then it struck him to pick up some dried leaves and small twigs and to throw them on the burning ashes. There came a puff of air and the leaves and twigs were all ablaze. Ndongo wondered and yet lingered at this strange place till evening, enjoying with childish delight seeing the twigs burning and feeling the novel warmth on his body.

Then again a new idea came to him and he picked up some of the burning embers on long sticks to take them home with him. He did so and they were throwing off sparks all the way. The people in the town were greatly surprised when they saw Ndongo coming back with such a beautiful thing, and seeing the glowing sparks which were flashing about they raised the shout, "Come and see this thing Ndongo has brought!"

There was a stampede of curious folk, men, women and children, and many were the questions propounded to Ndongo as to what the thing was, and where had he got it? To which queries he replied, "I saw a strange sight in the forest after that storm we had just recently; my dogs wandered from me and I could not get them to answer my call, so I followed in their track till by and by I saw them returning with something on their backs; and just as I came into view of them they turned their backs and disappeared into the forest again. At first I was afraid, but summoning up courage I followed them and soon found them lying among some white stuff at the base of a tree stump. I went nearer to them when lo! it was pleasant! something made by body feel good. I approached the tree still nearer and then oh! it was awful! I was frightened and ran back. Afterwards I broke some twigs and threw down some leaves among the ashes and as I stirred them they blazed up so bright. So I have brought some embers with me to see if they are a good thing."

Ndongo then procured some leaves and sticks and placing the embers inside them he blew upon them and soon there was a blaze. The folk came around and feeling the warmth they said, "Mosa" (the little sun) which name is the name for fire to this day.

Soon there was a great demand for this new thing and a brisk trade in burning sticks and glowing embers was started. A man bringing one brass rod (native currency of the value of a half penny) would receive one glowing stick; one bringing two rods (a penny) would receive two and so on. Soon the value of fire for cooking purposes was discovered and its genial warmth during the cold nights is so pleasant that the fires are constantly kept in. If they happen to die out, the usual practise is to beg glowing ashes from a neighbor. Matches are so recent an introduction and too scarce, while the method of rubbing two sticks together in a furious manner is very tedious. Thus thanks to the dogs the Ngombe folk have fire.

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sliding band. Just  
the thing for boys 4  
to 10. Only 50c.

Leading clothing  
and department  
houses sell this line. Those not carrying  
it should write for our catalog.

**KAZOO** REG.  
Suspenders  
Waist  
With all above  
features—and our patent  
sliding band. Just  
the thing for boys 4  
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## COMMISSION GOVERNMENT IN ALABAMA

Cities of Montgomery, Birmingham and Mobile Among Seven Places to Adopt the New Order

## ECONOMY A RESULT

MONTGOMERY, Ala.—The change in the administration of public affairs which is embodied in the commission form of government is one of the notable developments of recent years. It is being seriously considered all over the country and is rapidly being adopted by cities, both large and small.

The most recent of its victories occurred a short time ago in New Orleans, when, in an election, the people declared for a change to the commission form by the overwhelming majority of ten to one. The application of the commission form to the administration of affairs in New Orleans will be watched with peculiar interest because of the frequently expressed doubt as to the adaptability of the new system to the larger cities.

Alabama is one of the states in which the new plan has become popular. In the legislative session of 1911, provision was made for a change from the old aldermanic form, and, since that time, the commission system has been adopted in the cities of Montgomery, Birmingham, Mobile, Tuscaloosa, Sheffield, Hartsville and Huntsville.

## Features Outlined

The limitations of this article prevent a detailed discussion of conditions in each of the cities named, but an outline of some of the fundamental features of the system as it is found in the city of Montgomery, the capital of the state, with a population of 50,000, will help to an understanding of conditions generally.

The governing body in the city of Montgomery is known as "the board of commissioners of the city of Montgomery," and is composed of five members. Under the provisions of the act, the commissioners were appointed by the Governor for a term of four years. Upon the expiration of their term of office, it is provided that their successors shall be elected by the people. This is to be an election from the city at large and not from various wards. Considerable dissatisfaction was manifested at the time because the act authorized the appointment

at a regular or adjourned public meeting of the board, except in certain rare instances when there is an emergency affecting public safety or welfare. Exact records of all proceedings are to be kept, and are to be signed by two of the commissioners, and are to be open to public inspection.

Echoes of the referendum are found in certain provisions of the act. For example, no resolution, by-law or ordinance, granting franchises, leases or rights to use the streets or public property, may become operative until 30 days after its being passed and until it is published in full once a week for three consecutive weeks. If during such period a



WALKER PERCY, BIRMINGHAM, ALA. Early advocate of commission form of government in Alabama

petition signed by 1000 qualified voters is filed with the commission, objecting to such grant, an election is to be ordered at which the voters shall cast their ballots for or against such grant. The voice of the people, thus expressed, is final.

## No Exclusive Franchise

No exclusive franchise can be granted and no franchise of any sort may be granted for a longer term than 30 years. No franchise can be renewed before a year and a half of the time of its expiration. When a franchise is granted, it can never be leased nor assigned without the express consent of the city.

The recall is another interesting feature of the commission government. At any time a petition may be filed at any regular meeting of the board, asking for the resignation of any commissioner. It is requisite that such a petition shall state the grounds justifying the request for such resignation and that it shall be signed by not less than 1000 voters who are qualified to vote for a successor to the office. If, on or before the next regular meeting, the objectionable commissioner fails to resign, it becomes the duty of the board to order an election to be held not more than 40 days from the date of the meeting. In such an election, the commissioner whose removal is sought is to be a candidate, along with others, to succeed himself.

It was the purpose of the framers of this act to make the position of commissioner attractive to a higher type of men than had been in charge of the city's affairs under the old aldermanic form of government. Men above the grade of the average ward politician were desired and consequently the salaries of the commissioners, other than the president of the commission, were fixed at \$3000 per annum, the president's salary being fixed at \$4500 per annum.

It was not long after the commission had taken charge of the city's affairs before the question of the constitutionality of the act was raised. This was carried

into the courts and, after a bitter fight, the supreme court finally declared the act to be constitutional.

Within the first year of the commission's existence determined opposition to certain of its policies developed and an effort to recall the commission as a body was made. Petitions were circulated throughout the city and received the signatures of many voters. Because, however, of some error as to the proper method of procedure in this matter, the leaders became discouraged and the attempt was abandoned.

Only recently a committee of the Business Men's League sent to the board of commissioners a recommendation that certain changes be made in the distribution of the commissioners among the several departments. It was claimed by the commission that the recommendation was unjustified, that the demand was made without giving the commissioner objected to proper opportunity to defend himself, and that political ambitions on the part of certain members of the committee were chiefly responsible for its action.

Thus it will be seen that the new form of government has not been without its troubles. Its enemies have registered numerous complaints, while its friends are of the opinion that time will prove the wisdom of the change and will bring about a vastly improved administration of the city's affairs. A few months ago it was claimed by the commission that a large bond issue would be greatly beneficial to the proper administration of the municipal government. At an election held to decide whether the bonds should be issued, the proposition was defeated by a decisive vote. Despite this rebuke, the commission claims that it has done the best it could do under the circumstances, and it is said that for the first time in many years, the city is living within its income.

There can be no question as to the superiority of the commission plan as compared with the former system in vogue in the cities of Alabama. Having five men in charge of the several departments, each with well defined duties and fixed responsibilities, is a notable advance over the former administration in which it was well nigh impossible to fix responsibility for any particular act of omission.

It goes without saying that the success or failure of the government, under the direction of the commission, is directly due to the character of the men who are selected to be invested with the great power and the responsibility incident to the positions which they hold. If men who are unworthy are chosen it becomes more dangerous than the form which it supplants because of the great power placed in their hands. If good men are selected the hope of transacting the business of the city in a businesslike manner and of protecting the interests of the municipality will be realized in large measure.

## Mobile Campaign

The movement in Mobile for commission government was started some six or eight years ago by Erwin Craighead, the editor of the Mobile Register. Sentiment finally crystallized to such an extent that a petition by the citizens of Mobile was presented to the city council during the year of 1909 requesting them to call an election for the purpose of deciding whether or not this system of government should be adopted.

The city council refused to grant this petition, whereupon, during the year 1910, while the Alabama Legislature was in session, a mass meeting was called, and resolutions introduced and adopted, calling upon Mobile county's representatives in the Legislature to provide a commission government bill for the city of Mobile. A bill was introduced and passed by this Legislature, giving the citizens of Mobile the right to vote as to whether or not they desired this system of government. An election was called for June 6, 1911, and commission government was adopted by a majority of 800 votes.

This movement was brought about by the progressive citizens of Mobile and was opposed very strenuously by the old aldermanic office holders and their following, including the mayor of the city at that time, Patrick J. Lyons. Mr. Lyons, however, became one of the commissioners through a provision in the bill that was adopted by the Legislature. Since the creation of commission government in Mobile the affairs have been administered in a very satisfactory manner. Everything has been handled and conducted in a business-like way. This plan has been in vogue now for more than a year and the people of Mobile are more than satisfied with the results obtained. Even those who strenuously opposed the adoption of the measure now concur with the majority that it is the better and more effective of the two systems of government.

**THE BIG FOUR "30"**  
IS THE STEEL FARM HORSE  
That will not only thresh and plow, but will furnish motive power for farm work and keep the boys at home.  
**Emerson-Brantingham Co.**  
ROCKFORD, ILL.  
Pacific Coast Branch, Walla Walla, Wash.

**ERWIN CRAIGHEAD**  
Prime mover for commission government in Mobile, whose advocacy and support were invaluable.

## Riverside, California

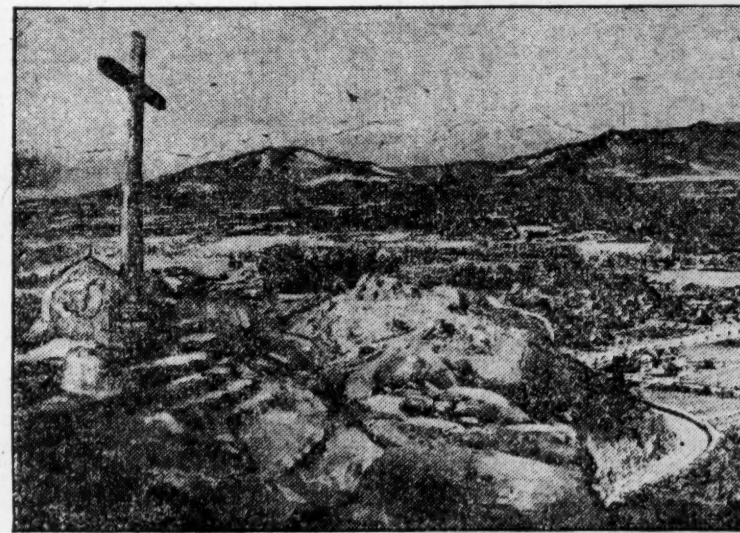
RIVERSIDE, CALIFORNIA  
THE CITY THAT DARES TO BE DIFFERENT

## GENERAL DATA

County Seat of Riverside County.  
Elevation, 900 feet.  
Population, 17,000.  
Distance from Los Angeles, 60 miles.  
Distance from Ocean, 50 miles.  
Railroads: Southern Pacific, Atchison, Topeka and Santa Fe, San Pedro, Los Angeles and Salt Lake.  
Assessed Valuation, \$10,000,000.  
Bank Deposits, \$5,000,000.  
Domestic Water Source, Artesian Wells.  
Irrigating Water Source, Mountain Rivers.  
Total Water Supply, 6000 miners inches, 78,000,000 gallons daily.  
Mean Temperature: Winter, 53 degrees; summer, 69 degrees.  
Average Annual Rainfall, 16 inches.

## ORANGES AND LEMONS

Total orchard area, 20,000 acres.  
Yearly output, 6,000 carloads.  
Market value of normal crop, \$6,000,000.  
Most popular varieties: Oranges, Washington navel and Valencia lemons; lemons, Eurekas and Lisbons.  
Size of average grove, 10 acres.  
Number of packing houses, 35.  
Shipping season: November to October; heaviest shipments January to April.



RUBIDOUX MOUNTAIN AND RIVERSIDE VALLEY

## OTHER INDUSTRIES

**HORTICULTURE:**  
Apricots, peaches, pears, grapes, walnuts, almonds.

**AGRICULTURE:**  
Alfalfa, oats, barley, wheat.

**MARKET GARDENING:**  
Berries and vegetables of every sort.

**MANUFACTURING:**  
Cement, brick, tile, planing mill products, packing house equipment.

**QUARRYING:**  
Limestone, marble, granite.

**MISCELLANEOUS:**  
Dairying, stock raising, poultry.

## TOURIST ATTRACTIONS

**GLENWOOD MISSION INN:** Wonderfully recalling in architecture and furnishings the romance of California's early mission days. "A modern hotel combining the picturesque of the eighteenth century with the comforts of the twentieth." Double starred by Baedeker as a point of exceptional interest.

**HUNTINGTON PARK, MT. ROUIDOUX:** A rocky eminence with 1300 feet elevation, commanding the landscape for miles about. The entire mountain has been parked and a winding automobile boulevard, one of the finest in the world, chiseled out to the very summit.

**VICTORIA CLUB HOUSE AND GOLF COURSE:** Beautiful in situation and appointments and offering golf enthusiasts a nine hole course as nearly perfect as can be laid out.

**MAGNOLIA AND VICTORIA AVENUES:** Companion thoroughfares running for ten miles through the heart of the orchard district, each with smooth and dustless double driveway shaded throughout by well kept trees.

**SHERMAN INSTITUTE:** One of the largest of the government Indian Schools; the Pacific Coast Carlisle.

**COUNTY COURT HOUSE:** Thought by many to be the most beautiful public building in the West.

**CHEWAWA PARK:** With zoo and polo field; tournament each winter.

**WHITE PARK:** Containing the most complete collection of cactus plants in the world; over 400 distinct varieties.

**FAIRMONT PARK:** Public playground, plunge and wading pool, lake and picnic grounds.

**ORIGINAL NAVE L (SEEDLESS) ORANGE TREES:** Received from Brazil in 1874. The millions of navel trees now growing are all directly descended from this original pair.

**RIVERSIDE'S COMPLETE BOULEVARD SYSTEM:** Which permits 200 miles of continuous travel over dustless road beds; asphalted macadamized or oiled, through all parts of this, the largest orange growing district in the world.

## ANCHORAGE PARK

A Winter Home in an Orange Grove  
RIVERSIDE, CALIFORNIA  
HARVEY S. DENISON  
AMERICAN PLAN OPEN DECEMBER TO MAY.

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Phones: Pacific 557; Home 1892  
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Main and Second Streets  
RIVERSIDE, CALIFORNIA  
Hot Water Heated Rooming Hotel  
Rooms single and with private bath—Hot and cold water in each room.  
W. L. SCOTT, Owner

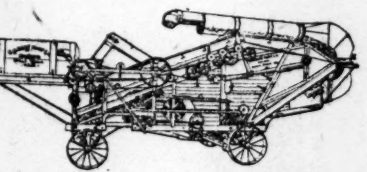
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FACTORY SITES FREE  
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Complete Home Furnishers  
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GOOD THINGS TO EAT.  
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CONVENIENCE, SERVICE AND COMFORT—CONSERVATIVE RATES  
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Groceries, Fruits and Vegetables  
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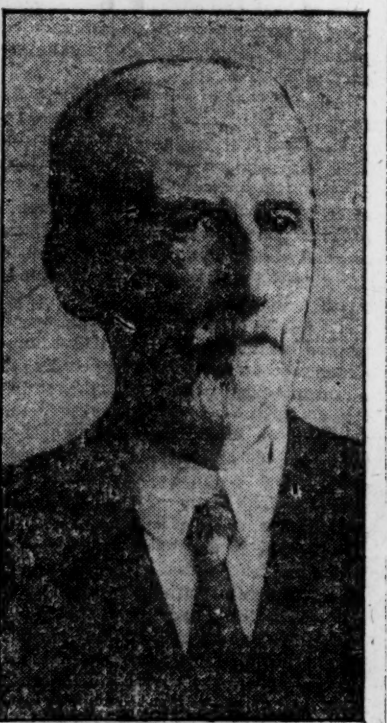
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PHONE 78



JAMES WEATHERLY  
Member board of commissioners of Birmingham and early advocate of commission government.

ment of these officers instead of providing for their election by the people in the first instance. In the practical direction of the city's affairs, the powers and duties of the commission are distributed into five departments, namely, department of public affairs, department of accounts and finances, department of justice, department of streets and park, and department of public property and public improvements. To each of these several departments one commissioner is assigned and it is within the power of the commissioners to fix the responsibility incident to the administration of each department. The commission may, by a majority vote, shift its members from one department to another, as in its judgment may seem best. The conduct of each of the departments is entirely subject to the commissioner assigned to it, except that the body as a whole exercises general supervision over each of the departments.

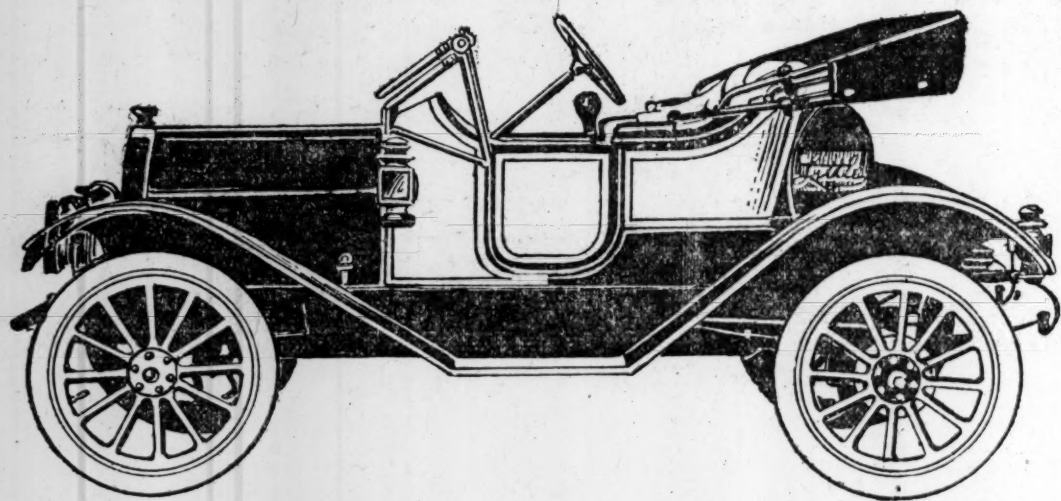
The evils of the old system are indicated by the strict requirements of the act relative to many matters, among which the following may be given by way of illustration: The meetings are to be public on certain days and hours which are to be publicly announced. All motions, resolutions and ordinances of whatever kind, introduced at a meeting other than a regular or adjourned public meeting, are to be in writing, and a year and may vote is to be taken and recorded. Resolutions, by-laws and ordinances, involving the granting of franchises, appropriations of money, provisions for public improvement, regulation of public comfort or safety are to be enacted only



ERWIN CRAIGHEAD  
Prime mover for commission government in Mobile, whose advocacy and support were invaluable.



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Price \$690.00

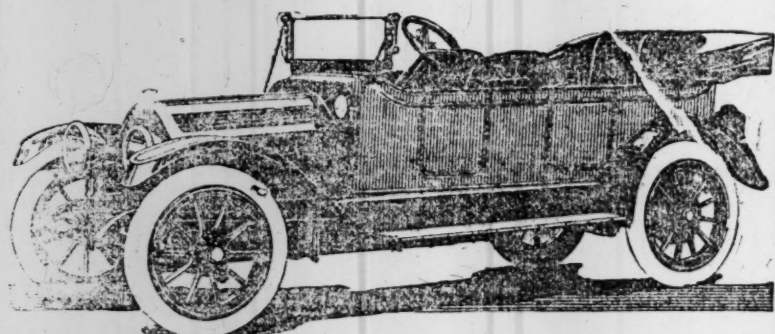
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All five of these leading makers have earned their position in the trade by years of experience and successful building of motor cars which the public has recognized as the best in America.

But, as yet, not one of these except Premier, has a six-cylinder car listing within \$1000 of the Premier price.

What company with a six-cylinder car listing within \$1200 of the price of Premier has, during the time of the popularity of the four-cylinder cars, been able to successfully market their fours for more than \$1600 to \$2000?

Take for example a maker with a four-cylinder car listing for \$1600. When he adds two more cylinders and offers a six-cylinder, asking \$800 to \$1000 more, what do you get for this increase in price?

Do these two cylinders put that car and its construction and material in a HIGH QUALITY CLASS, justifying the increase in price?

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The Monitor Is the Paper for the Home

## RULES STRICT IN THE FRENCH RELIABILITY RUN FOR NEXT MARCH

PARIS—Conditions for the French reliability tour, the tour de France, as recently announced for the 1913 event in March, point to a better test than it was last year.

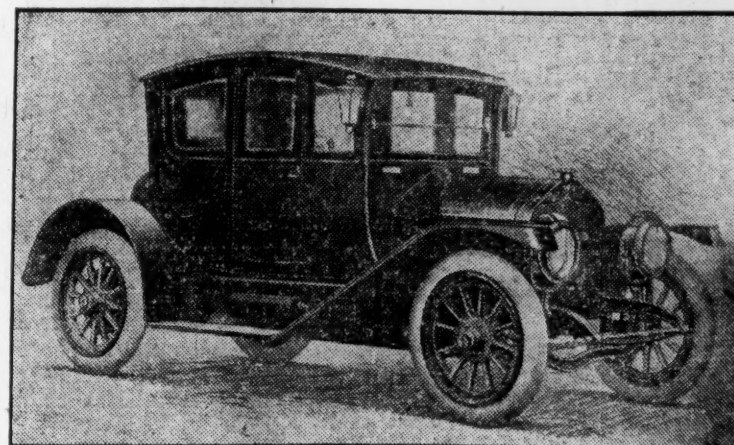
It will be of the sealed bonnet type and it is provided that competing cars must not be accompanied by supply cars, as was the case in several instances last year. Supplies are to be obtained only from the regular agents in the towns along the way.

There likewise is a new feature evident in the sealing provisions, there being sets of seals, one known as the permanent, and the other as the daily. The permanent seals are to be applied at the start of the run, to the axles and steering gear, and cannot be removed without penalty.

The daily seals will be broken every morning and ten minutes will be allowed for filling the tanks and making necessary adjustments, these seals being applied to the hood, radiator filler cap, underpan, and footboards covering the clutch and transmission. Penalties for seal breaking are two points for the radiator seal, three for the underpan or floorboards, and four for the bonnet.

The run is to be held from March 1 to 15, and will cover 3000 miles, the daily run averaging 160 miles. The minimum average speed is 18 1/2 miles per hour, which is the legal maximum in France. The daily run is divided into two or three sections, varying with conditions.

## ONE OF LATEST COUPE DESIGNS



THE NATIONAL MODEL FOR 1913 TO CARRY THREE PASSENGERS

## TELLS OF WELDING COPPER IN OXY-ACETYLENE FLAME

Microscopic Examination Shows Great Change Undergone by Copper Crystals, Says Dr. Carnevali of Italy, in Lecture Before Institute of Metals in London

LONDON—In a paper read before the Institute of Metals here recently, Dr. E. Carnevali of the Royal Polytechnic of Turin, Italy, told of the oxy-acetylene autogenous welding of various metals, iron excepted, largely used in modern industry. He spoke particularly of copper and its principal alloys and of aluminum.

A first series of experiments was carried out with pure copper, containing 99.9 per cent of the metal, the welding metal being copper wire of equal purity, supplemented in certain cases by a small quantity of phosphorus, in order to obviate possible oxidation of the metal during the process of welding.

The samples were cut out of round wire-drawn rods, measuring 35 millimeters (1.25 inch) in diameter; each sample was sawn half through, and the edges were thrust apart in the form of a V at an angle of about 45 degrees. After welding, some of the samples were cooled in air, while others were subjected to various thermic and dynamic processes; and, being thus prepared for mechanical experimentation, were so treated as to undergo a notable diminution of their original diameter in order to ascertain the success of the welding operation, care being always taken that the weld should be in the center of the sample.

Before and after the mechanical tests, from each sample a portion was taken from the zone of welding, and a portion from the immediate neighboring zone, for purposes of microscopic examination.

The microscopic examinations showed the great development which the copper crystals underwent, a development due to the high temperature attained by the fused metals in the process of welding. The suboxide formed during the process and dissolved within the metal. On the contrary, where the metal used for the weld consisted of phosphorized copper, the suboxide was practically eliminated; but coincidentally with that elimination a very slight modification in the mechanical properties of the metal was noted. This proved that the small quantities of sub-oxide disseminated in the zone of weld had but little effect in the way of changing the properties of the metal.

The difference of structure between the original metal and the metal added in welding could be detected by the eye. After a torsional test to try the merit of the weld, the metal was not deformed by the strain to which it was subjected and the rupture under test did not take place in the fused and welded zone, but in the neighboring zone, following the margin of the weld circles in the original metal that had not undergone fusion.

A more minute investigation, while showing continuity between the welding material and the original metal also reveals in this intermediate zone the presence of innumerable tiny vesicular cavities, imparting to it a peculiar loose granulation, apparently due to the presence of oxides.

In every case of rupture in the welded sample when tested the rupture took place along the margin of the chamfer. The explanation of this apparently curious fact is easy enough, if we consider under what conditions the welding of copper takes place. The great thermal conductivity of copper, for one thing, is well known; this conductivity, indeed, is so great as to make the process of welding big masses extremely difficult, if not impossible. We know also how easily that metal absorbs gases at high temperatures.

In the oxy-acetylene process of welding the tongue of the flame is rich in hydrogen and in carbon monoxide, products of combustion which are easily absorbed by the metal during the heating up that precedes fusion.

When the internal surface of the parts which are to be welded begins to melt, then the metal used for the weld is applied thereto, its fusion taking place with extreme rapidity, the period of heating being very brief, as the metal

used consists of fine-drawn wire. Cooling and solidification also ensue quickly; while from the mass of metal which heated up more slowly, that is, from the original surface of the chamfer, the gases absorbed in great quantity during the period of heating which preceded the actual welding are eliminated coincidentally with the fall of temperature.

But the elimination of these gases is not complete, as the main mass of the added welding material is at this time quite solidified, and so their occlusion determines the formation of small vacuoles along the original surfaces of the welded parts, that is, along the surfaces of chamfer. These surfaces, pitted with vacuoles and considerably oxidized (despite the precautions observed during the process of welding), constitute a plane of weakness when the metal is subjected to strains and stresses, and it is consequently along them that fracture takes place.

The inevitable existence in the zone of welding of a weak surface of low resisting power being admitted, it will be easily understood how, when carrying out mechanical processes on the weld, as, for example, by hammering, which are intended to assimilate the structure of the welded portion to the original structure of the metal, we obtain a very low efficiency factor, if not one equivalent to zero.

## "AUTO TO EXCEED RAIL BUSINESS," SAYS SEIBERLING

President of Goodyear Co. Asserts That Good Roads Will Bring This About—Future Depends on Service

"It is not a stretch of the imagination to say that the automobile business will eventually exceed the entire business of the railroads of the United States," said F. A. Seiberling, president of the Goodyear Tire and Rubber Company, Akron, O., in an address delivered at the recent convention of automobile manufacturers and dealers, held at Indianapolis, Ind.

"The automobile business must be considered as just beginning. The railroad business has already reached its normal or stationary period. When we shall have developed in this country the good roads, comparable to the continental roads of Europe, and we shall have taken advantage of them, by connecting towns, villages and cities with automobile travel, carrying the traffic under a schedule as the railroads are now doing—when we shall handle all the traffic on the streets with the commercial car, and the produce of the farmer is transported to the city by the same means—all of which is bound to come—then it is no stretch of the imagination to say that the automobile business will exceed the entire business of the railroads of the United States.

"It is estimated that the grand total of automobile and the allied accessory industries will be in 1913 nearly \$1,000,000,000—several times the business of the Pennsylvania system. This will give you some idea of quick rise of the automobile industry in the past decade.

"Now, the question that comes up is this: How shall we take care of this vast business? And we discover this fact; that, the dealer is the intermediary in whom the success of this automobile business lies. Without the dealer's effort to give service and satisfaction—to save the public money—the industry will suffer. So it is the duty of the manufacturer not only to protect the dealer, but also to give him every possible means of support and assistance.

"The day where each man struck at the other is past. And the spirit of cooperation of all men working together for a common end—the good of the business—is here. It is pleasant to note this change in business tactics—which is true not only in the automobile and its allied interests, but in business generally."

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CORNER NEWBURY ST. TEL. B. R. 16  
RADIATOR, LAMP AND WIND SHIELD  
REPAIRING  
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## NEW YORK'S STREET CLEANING SOON TO BE DONE BY MOTOR

Commissioner Edwards' Plans  
Progressing Favorably—  
Need Is Greatest in Bronx  
and Brooklyn

### EXPECT BIG SAVING

NEW YORK—Mortization plans for the department of street cleaning here are progressing favorably and Commissioner Edwards is at present working on a project for the trial introduction of 50 machines this fall for the collection of garbage and ashes.

Purchase of a number of street sweeping machines during the coming year also is a part of the program. The matter of the necessary appropriation already is before the board of estimate in the department's annual budget, while as a clinching argument in the campaign the commissioner recently took Mayor Gaynor on a tour of inspection, following two machines which are in service proving their fitness and economy for the work.

Ultimately it is hoped to have 200 trucks to do away entirely with the one-horse wagons which are now used. A fleet of this size would cost in the neighborhood of \$1,000,000, but it is figured that each truck would save \$12.55 a day.

The machines are most needed in Brooklyn and the Bronx, where dumps are far separated and the refuse has to be hauled long distances. In the Bronx many drivers can make but one trip a day due to the distance, and this one trip costs \$5. A five-ton truck would not only carry more than the horse cart, but would also be able to make several trips.

The street cleaning department bases its figures on the speed of the truck in going to and from the dump and dumping and not on loading. As the trucks hold six times as much as the standard horse carts it is obvious that it will take six times as long to load them, if present methods of handling are retained.

One feature which the department is emphasizing is that the size of the machines makes it possible to divide them into two compartments, one for ashes and the other for refuse. This would mean that a single trip through a street would enable the cleaners to finish it.

#### MANY CARS IN CALGARY

CALGARY, Alta.—With a population of 71,000, and growing at the rate of 1000 a month, Calgary again bids fair to regain the honors it held 18 months ago, when it had more automobiles per capita than any city in the world. Almost every day new arrivals of new cars in the city and the local dealers have found themselves unable to cope with the demand. Practically every important make of car in the United States and Canada has now an agency in Calgary. Several large new garages have been opened within the past month and others are under construction.

## ITEMS FOR THE AUTOMOBILISTS

"There are many reasons why a car selling around the one and one-half thousand dollar mark appeals to the American motoring public," says L. S. French, secretary of the Henderson Motor Car Co., Indianapolis. "One of the vital reasons is the present cost of gasoline and the improbability of the price ever dropping below the present mark."

Figures compiled by Ohio's state highway commissioner James Marker, show that Ohio so far this year has contracted for the construction of more than 150

miles of road. Between now and January 1 contracts will be let for the construction of about 25 more miles. The state roads this year are being constructed chiefly of water-bound macadam, concrete or brick.

By purchasing a few blocks of residential property in New Orleans it will be possible to have a parkway extending diagonally across the city from the Mississippi river at Audubon park to Lake Pontchartrain, a distance of 17 miles. The motor speedways in the various

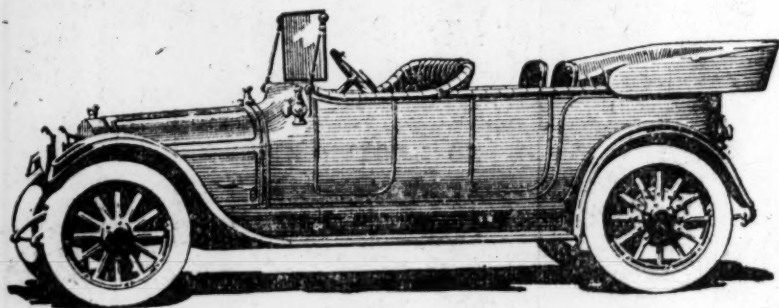
parks that thus will be connected will be welded into one and is to be made the finest in the South.

San Jose, Cal., has made a record in the quick establishment of a motor club. Within two weeks a number of enthusiasts secured a membership of 275, raised \$45,000 cash, bought 90 acres of foot-hill land near Rock Park, and let a contract for the erection of a handsome clubhouse and the laying out of extensive golf links. There will also be a large and elaborate garage.

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The perfection to which we have developed these qualities is made very evident by a short outing.

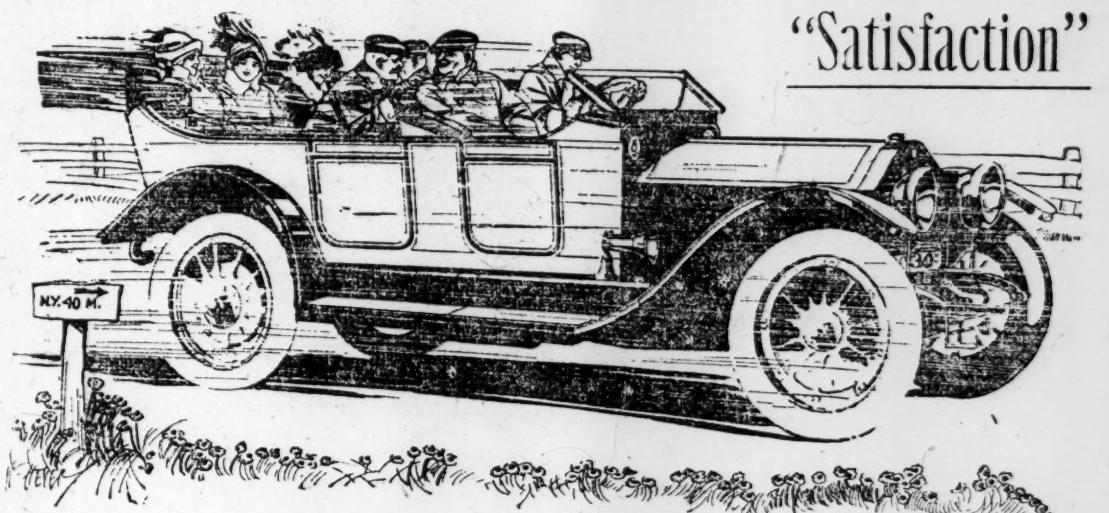
At the very start-off you grasp a new idea of live active power. In fifteen minutes you realize that you are riding in such ease as you never enjoyed before. At the end of the ride you are rested, content—and convinced.

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"... But This Is a Real Automobile

and it has given me the best year of motoring since I began." The

Stoddard-Dayton "Knight"

70 H. P.

This six-cylinder Knight built in America, is owned by men who can afford to own nothing but that which is supreme. Men of great affairs who require absolute dependability, need it in business—their families in a social way. All roads are smooth roads to a Stoddard-Dayton Knight. It goes up hill with as much ease and speed as on a level stretch, with no shifting of gears. It is a delight to the eye and a constant source of pride and satisfaction to the owner. Dignified, simple, luxurious, the Stoddard-Dayton Knight is abreast of the times in everything of proven worth.

In addition to complete regular equipment the Stoddard-Dayton Knight has the following distinctive features:

Left hand drive and centre control. Driving seat adjustable to different leg lengths. Electric dynamo and storage battery system for all lamps and horn. Side lights and ventilators in dash. Speedometer and clock lighted with protected lights. Luxurious upholstery with complete set of seat covers, top, top boots and side curtains. Tire pump geared to engine.

Catalogue mailed upon request.

There are three models  
Touring car . . . \$5000  
Roadster . . . 4900  
Limousine . . . 6250



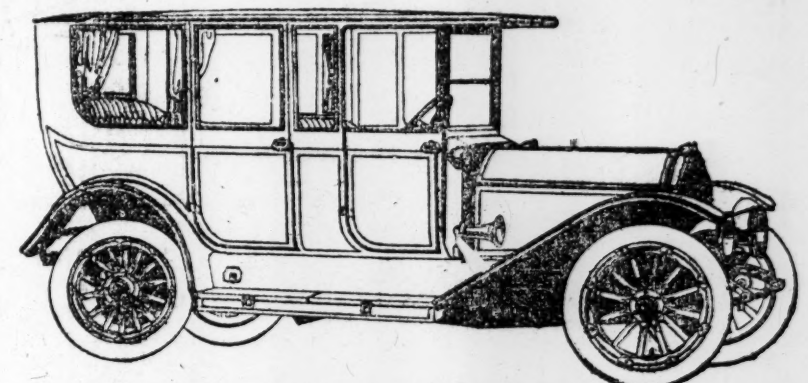
"Anticipation"



"Realization"

United Motor Boston Company

94 Massachusetts Ave.  
Phone Back Bay 3340



Stoddard-Dayton "Knight" Limousine on view at our Salesroom.

# National

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AUTOCAR BUILDING

MOTOR CARS  
W. H. STEVENS  
EASTERN DISTRIBUTOR

SALESROOM  
1020 BOYLSTON STREET  
BOSTON, MASS.

HERE are a few of the "real reasons" why the National offers the public the most for their money. Compare these features with any other 1913 car regardless of cost:

Long Stroke (4 1/2 x 6) flexible and noiseless Motor with enclosed valves.  
Left Side Drive.  
Center Control.  
Gray & Davis Electric Starter, easily operated by simply touching a button with foot.  
Gray & Davis Dynamo Electric Lighting System.  
Bosch Dual Double Magneto.  
12-inch Turkish Upholstery.  
Full heavy nickel Trimmings.  
Electric Horn.  
Adequate Baggage-carrying Compartment, concealed in body, but easily accessible.  
Powerful and Reliable Brakes.  
Spacious Interior.  
Tire Pump, integral part of the motor. Inflates a tire in three minutes.

28-inch Wheel Base.  
Adjustable, ventilating and rain vision Wind Shield.  
Multiple jet Carburetor.  
Hoffecker steady-hand Speedometer.  
Tire Carrier in rear.  
Silk Mohair Top, Top Cover and Curtains.  
Full-floating Rear Axle.  
Resilient Springs, 3/4 Elliptic in rear; Semi-Elliptic in front.  
Large gasoline pressure-feed Tank with Gauge in rear.  
Robe Rail, Foot Rest and Foot Mat in Running Board.  
Plain continuous enclosed Metal Guards.  
Easy riding qualities, unexcelled.  
Oiling System, demonstrated to be only perfect oiling system.

Roadster, Semi-Racing Roadster, Toy Tonneau  
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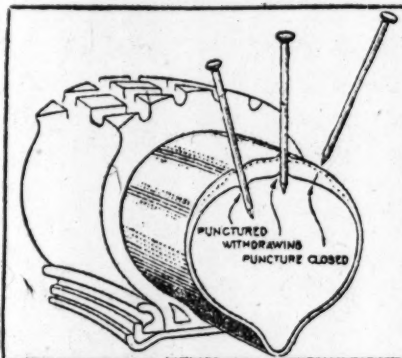
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# “NO OIL TO SOIL”

## HOWARD

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5000 BEST STORES SELL THE HOWARD



Standard .....25c  
Office .....15c  
Auto .....45c

The Standard size is a little less than a yard square. A very convenient size for all kinds of dusting. The most popular size for household use.

The Office size is about half the size of the standard; convenient for office, desk and typewriters. A good size to carry in pocket or grip while traveling.

Auto size nearly twice as large as the Standard. Used with great satisfaction by Automobile Dealers and Owners.

The above are made from soft-woven cloth similar to cheese cloth. Are black and carry our red diamond trade mark.



HOWARD  
FLOOR DUSTER  
or  
Broom Cover } 35c

Floor Dusters or Light Broom Covers are made double from same cloth as Standards. Used to good advantage on ceilings, mouldings, tops of windows, etc. Will fit any size broom.

HOWARD BRUSH COVER



50c

The Brush Cover for use over Bristle Floor Brush in same way as Floor Duster or Broom Cover. Adjustable to all size brushes.



HOWARD  
COMBINATION  
DUSTER  
(Patented)  
50c

The Combination Duster is a new number on which we have just received a patent. It is a combination of broom cover and dust mop, will fit over any broom. Can be used for all kinds of dusting, floors, walls, tops of doors, ceilings, window casings and around radiators. Can be rolled up and used as a hand dust brush and polisher, and in a small way takes the place of our handle duster and dust mop and floor polisher.

The very low price makes it a quick seller.

HOWARD  
BRIC-A-BRAC DUSTER

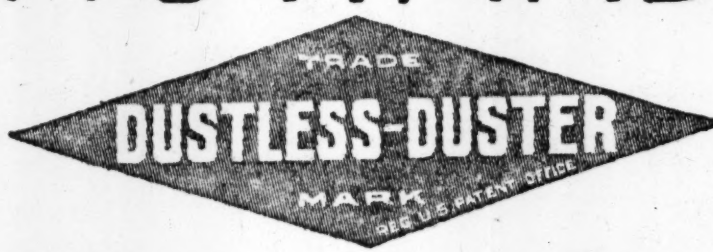


35c

The Howard Bric-a-brac Duster is the smallest handle duster we make. For dusting small objects and around them without moving them it certainly is a winner. It is made with the same care and from the same stock as our other goods and treated in same manner; it is an ornamental little brush and will prove a good selling number.

These Dusters Will Retain Their Chemical Properties Until Worn Out If Directions Are Followed.  
To Be Satisfactory They Must Be Kept Clean.  
Only HOT Water and Soap Will Do It.

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MADE LIKE THE  
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ALL HOWARD DUSTERS are treated by a chemical process whereby every particle of dust sticks to them until washed out with hot water and soap. The Howard process is exclusive and can be used on no other goods. The unique properties and the extensive advertising for the past five years of the Howard goods have given encouragement to vast numbers of imitators who put out so-called “sprayed goods,” that is, Dusters on which have been sprayed various combinations of oils. It is needless to say that many cases of injury to Art-Squares, Carpets, Wall Papers, Materials and Fabrics have been caused by Oiled Dusters. It is a well known fact that many combinations of mineral oils cause permanent injury to varnished and highly polished surfaces.

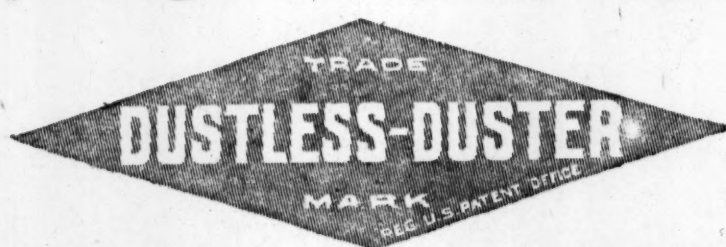
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The wall and handle dusters are used extensively in Government and fine office buildings as well as in homes.

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Handle for Wet Mop  
25c  
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Howard Wet Mop made of cotton and chemically treated, but by a different process, possesses characteristics of a sponge.

Soft and wrings very easily, but absorbs a great deal of water, readily distributing it over a large surface and, on account of the absorbent properties, drying a large surface quickly.

Of best material and perfectly made, consequently very durable.

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